Canada's Ports and Waterborne Trade

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Assisted by
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Preface

Good statistics are essential to some people, useful to others, and of passing interest to still others. They should be used by many types of planners: planners who forecast future export earnings, planners who deal with transport capacity, and planners who must find the necessary investment capital to build the facilities that will be necessary to move the volumes that are forecast.

This book includes many Canadian statistics. Its purpose is to show what types of goods and commodities Canada exports, in what volume, in what dollar value, and to whom. It gives similar figures for Canada's imports. By providing statistics for several years, trends can be noted, and forecasts may be improved.

While the statistics which we have gathered tell something about export and import movements by all of the modes of transportation, its focus is principally on movements by water and on the movements through Canada's leading ports.

In gathering these statistics we note many anomalies. Statistics are gathered by many organizations for a variety of purposes. The numbers collected are not always consistent. Figures for lumber exports from Canada to Japan in a given year do not always coincide with the figures showing the imports of lumber by Japan from Canada in the same year. Statistics indicating the value of auto parts exported from the United States to Canada in a given year do not coincide with the figures for the value of imports of auto parts by Canada from the United States in the same year.

These discrepancies result from many factors. There are obvious differences resulting from changing exchange rates. Figures for dollar values may be established by one country when a sale is made, by another country when the goods are paid for, and by still another country when the goods arrive. Some countries evaluate shipments on the basis of their wholesale cost and others on the basis of retail value. Some include transportation and insurance costs as part of the value of the goods, while others do not. A variety of statistical methods and sampling techniques are used. And, of course, the value of the dollar may change between the time that an order is shipped and the time that it arrives.

Sometimes a sale involves complicated financing arrangements. If the sale is on credit, payment may not actually be made for some time. The statistics may relate to the time of shipment, the time of receipt, or the time of payment. Further, there is no requirement that the payment be in dollars nor that statistics be maintained in terms of any particular unit of currency. There are further complications when the "sale" is really a gift (as is sometimes true in the case of surplus agricultural commodities or armaments). If the "sale" is made on the basis of loans whose repayment is doubtful, there are further complications. In such cases, the tonnage figures may be fairly reliable, but the figures concerning dollar values and export earnings somewhat suspect.

Sometimes goods shrink. The weight at the point of shipment may not be the same as it is when the goods arrive. There may be theft, spoilage, and weighing errors.

Some figures relating to the value of goods are taken from customs manifests. Some of these figure are in terms of the retail value of goods, some in terms of wholesale values, and some are calculated according to a prescribed formula or on some obscure basis. Sometimes the cost of transportation is included as part of the value of the goods, and sometimes it is not. The same is true as regards insurance.

Some statistics are provided in bushels, some in ounces, and some in long tons, short tons or metric tonnes. Some series of statistics are not consistent. For one reason or another, certain very useful statistics are published for several years, and their publication is abruptly discontinued.

Statistics are particularly difficult in certain areas of agriculture. In some statistics rice is treated as a grain, while in other statistics it is not. For some statisticians rapeseed is regarded as a grain, but for others it is an oil crop. If wheat is wet or substandard, it may be treated as a feed grain and not as wheat. Many statistics dealing with agriculture are based on "crop years" which differ dramatically from one part of the world to another.

All of this means that there are numerous anomalies and doubtless several errors in the statistics included in this volume. We make no claim to spurious accuracy! However, the figures herein are the best we have been able to find. Most of the actual numbers have been published by Statistics Canada, and most of the estimates have been made by John Gratwick on the basis of information he gathered while chairman of the Transportation Development Agency.

If you detect errors or omissions, please let us know. If you have access to useful figures which are not included, we would certainly like to have them. If this volume is as useful as we hope it will be, we will want to produce a revised edition soon.

Karl M. Ruppenthal

Notes

Statistics Canada maintains some of its statistics in terms of pounds, hundredweight, tons, short tons, net hundredweight, and net pounds. In these tables the various units have been converted to tons. To minimize rounding errors, the units were first added together and then converted to tons. (1 ton = 2,200 pounds; 1 short ton = 2,000 pounds.)

(a) From 1971 through 1977 Statistics Canada kept these statistics in terms of numbers of animals. Beginning with 1978 some of the statistics were maintained in terms of weight. No attempt was made to translate numbers of animals to pounds or tons. This means that these numbers are understated to some extent.

(b) The category Crude Materials (inedible) consists of Statistics Canada categories 200 to 299. No attempt was made to translate into tons certain statistics which were maintained in units of gallons, troy ounces, numbers, carats, pair, or square yards. To that extent, these statistics are understated.

(c) This category includes Statistics Canada classifications 300 to 499. No attempt was made to translate into tons the statistics that were given in terms of square feet, units, board feet, gallons, troy ounces, pair, square yard, or kilowatt hour. To this extent these statistics are understated.

(d) This category includes Statistics Canada classifications 500 to 969. Many of these statistics are maintained in terms of units. Since it was impractical to attempt to translate these into tonnage figures, no such attempt was made. Accordingly these figures are understated.

I. Canada's Exports

Canada is a trading nation, exporting about one third of all that it produces. These exports, and the earnings which they provide, are exceedingly important to the Canadian economy, to the Canadian balance of payments, and to the country's standard of living. Canada exports a wide variety of items, and it has customers in virtually every part of the world. As Exhibit 1 indicates, in 1980, Canada's gross national product was on the order of $292 billion. Some $91 billion of this came from export earnings -- roughly a third of the total. Bulk commodities accounted for 23 percent of the total dollar value of Canadian exports, bringing in some $21 billion. (See Exhibit 1.)

In recent years, exports in general have increased, both in tonnage terms and in terms of dollar values. Some types of exports have increased at a much greater rate than have others, and some areas of the country have participated to a far greater degree in the "export boom" than have others.

As Exhibit 2 indicates, in 1971 the dollar value of Canada's exports was some $16 billion. In just eight years (that is by 1979) its exports had increased more than three-fold, growing to nearly $59 billion [disregarding the impact of inflation]. Exhibit 3 indicates the dollar value of exports from each of the regions 1971-1979.

Much of Canada's export trade moves by water. As Exhibit 4 indicates, in 1981, approximately one-third of all that Canada exported (in terms of dollar value) moved by water -- more than moved by any other mode. While the value of Canada's exports that moved by road was almost as great as the value of exports moved by water, the portion moving by rail, air, and pipeline was considerably smaller.

In recent years, the dollar value of exports by all of the modes has been increasing. Exhibit 5 shows the dollar value of exports moved by each of the modes from 1971 through 1980.

In 1971 Canada's waterborne export traffic exceeded $5 billion in value. By 1979 that traffic had grown to over $20 billion. During that decade every mode of transportation experienced a substantial growth in the export traffic which it handled. Export traffic which moved by truck (road) increased from about $5 billion to over $21 billion -- an increase of some 400 percent. Export traffic by rail also increased, but at a somewhat slower rate. It increased from about $5 billion to about $13 billion. While the amount of export tonnage which moved by air was relatively small when compared with that moved by the other modes, it was significant in dollar value. During this period, export traffic by air increased at a faster rate than did export traffic moving by any other mode. That traffic grew in value from about $.5 billion in 1971 to over $3 billion in 1979 — an increase of some 600 percent.

Exports from every area of Canada increased during this period of time. Exhibit 6-10 indicate the rate at which exports from each of the regions grew.

As Exhibit 11 indicates, almost two-thirds of all of Canada's exports (in terms of dollar value) went to the United States. Canada's second largest trading partner — Japan — bought but six percent of the nation's exports in dollar terms. About 71 percent of all of Canada's exports (in terms of dollar value) were shipped to other countries in North and South America, while Europe purchased some 15 percent of the nation's exports; Asia some 11 percent; and the Middle East and Africa some three percent. Canada's exports to Eastern Europe and the U.S.S.R. were roughly equal to its exports to the Middle East and Africa. In both categories they amounted to about three percent of Canada's exports in dollar terms.

The situation was quite different as regards the movement of exports by water. In 1981 Canada exported some $26 billion worth of goods by water. As Exhibit 12 indicates some 42 percent of all of Canada's waterborne exports went to Europe, and nearly a third went to Asia. Only about 12 percent of Canada's waterborne exports went to the United States. The figures indicate something that is intuitively obvious. While some exports from Canada to the United States can move by water, many of them may be moved by the other modes of transportation too. This is less true for exports to Asia, Africa, and Europe to which direct rail and truck movement is not possible. These exports must move either by water or by air. Of course some of these exports may move by rail or truck to the United States and then be moved to some other country by water or air.

Statistics Canada gathers figures concerning Canada's exports in a variety of categories. For statistical purposes, all items exported are classed in one of five main categories: (1) live animals; (2) food, feed, beverages, and tobacco; (3) crude materials (inedible); (4) fabricated materials (inedible); and (5) end products. There is another category "special transactions" which includes such items as settlers' effects, diplomatic shipments and coins.

Appendix A lists the various items which are included in each of the larger categories. Exhibit 13 shows Canada's exports by category, 1971 through 1979 in dollar terms. Exhibit 14 shows its exports in terms of mode of transportation used. These statistics indicate some increases in every category of exports, and by every mode of transportation, with large increases in some categories, both in absolute terms and in terms of percentages. Exhibits 15-19 show the growth in each of the major categories of exports. Exhibit 20 shows Canada's exports for the decade by category of commodity. Exhibits 21-25 indicate the value of each category of exports by region. These exhibits show several interesting trends. Live animals are exported from every region of Canada, but the value of those exports has changed little in the last decade. By contrast, the exports of fabricated materials and end products has risen sharply in every region, but the value of these two types of commodities exported from the Prairie region declined markedly between 1979 and 1980. Exhibits 26-30 indicate the portions of each commodity category transported by each mode.

Exhibits 31-40 show the value of Canada's exports 1971-1980 by category of commodity, by region, and by mode of transport.

It should be noted that these figures do not purport to indicate the relative importance of the various modes of transportation in connection with Canada's exports. These figures indicate only what mode of transportation was used when the goods were exported. Before that particular movement took place, the goods may also have been moved by one or two other modes. Take grain for example. Most of Canada's export grain moves to export destination by water. But prior to the movement by water, most grain first moves by truck from the farm to a local or regional elevator and then by rail to some port -- either at or on the Great Lakes/St. Lawrence system. The modal figures for Canada's exports do not show these prior movements. They do not include any movements which are wholly within Canada.

While the dollar value of exports is obviously important for many reasons, tonnage figures are also important. The tonnage to be shipped (and not the dollar value of the product) will determine the number of rail cars that will be needed. Tonnage figures will also be important in planning port capacity and in determining what type of handling facilities will be needed. In the case of bulk commodities of relatively low value, tonnage figures often may be more useful than dollar figures.

In 1971 Canada's exports aggregated some 99 million tons. As Exhibit 41 indicates, that figure had grown to nearly 150 million tons by 1980.

In 1981, Canada's exports by water aggregated some 143 million tons. Something over one-third of this tonnage (38 percent) went to Europe (including the U.S.S.R.); some 36 percent to other American countries; and some 23 percent to Asia. These percentages are detailed in Exhibit 42.

While the exports of manufactured goods, food products, and semi-finished goods are important to all areas of Canada, the exports of bulk commodities are likewise important. This is particularly true in western Canada, where much of the growth in exports is represented by such commodities as grain, coal, sulphur, and potash. Many of these commodities move by rail to tidewater and thence to export markets.

Exhibit 43 indicates the percent of the rail car tonnage loaded in 1979-81 which was comprised of bulk commodities moving to western ports (principally Vancouver) for export.

Bulk commodities accounted for some 76 percent of all rail cars loaded in western Canada. As Exhibit 44 indicates, four bulk commodities (grain, coal, sulphur, and potash) accounted for some 59 percent of all tons loaded, while miscellaneous traffic, finished products, and manufactured goods accounted for but 24 percent.

The tonnages of these various commodities exported from Canada's west coast ports from 1978-1981 are shown in Exhibit 45-48. Tonnages of these commodities exported through western Canadian ports 1950-1980 and forecast tonnages 1980-1990 are shown in Exhibit 49.

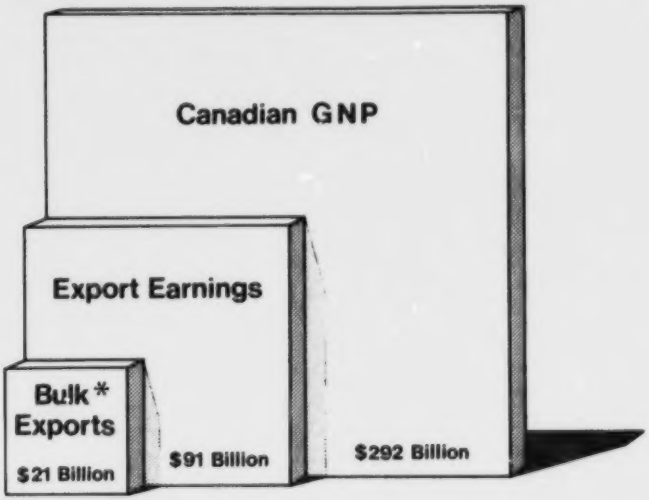
Canada's exports comprise an important portion of the world's total export trade in some of these commodities. As Exhibit 50 indicates, in 1980 Canada's potash exports represented nearly half of the world's exports of that commodity. Canada exported some 43 percent of all of the world's sulphur exports; some 18 percent of the world's forest products that were exported; some 10 percent of the world's export grain; and some six percent of the world's export coal. It is interesting to note that all of these commodities are transport intensive, that is that transportation costs represent a high percent of the total delivered cost. Estimates of the percent of total delivered costs of these commodities represented by transportation are shown in Exhibit 51. This indicates that transportation accounts for about 50 percent of the delivered cost of potash; about 30 percent of the delivered cost of coal; about 35 percent of the delivered cost of sulphur; and about 30 percent of the delivered cost of grain.

These are, of course, estimates. The actual numbers will vary considerably, depending upon the length of haul, the size and regularity of shipment, and on many other factors. Notwithstanding that fact, it is clear that transportation costs are exceedingly important for all of these commodities and that total transportation costs together with the efficiency of the transport network should determine which supplier of these commodities is able to compete effectively in world markets.

While live animals and end products may be important in dollar terms, they are relatively insignificant as components of Canada's exports in terms of tonnage. In tonnage terms, three categories of exports dominate: (1) food, feed, beverages, and tobacco; (2) crude materials; and (3) fabricated materials. Exhibit 52 shows the relative importance of these various categories of commodities in tonnage terms for the years 1971-80. Exhibits 53-62 show the tonnages of these commodity categories exported from Canada 1971-80 by region and by commodity category. Exhibits 63-65 indicate the mode of transportation used for these various export commodities.

As Exhibit 63 indicates, the tonnages of fabricated materials exported from 1971 through 1980 by water were roughly comparable to the tonnages exported by rail. A very large percent of all of these tonnages exported moved by one of these two modes. But, as Exhibits 64 and 65 indicate, almost all of the export tonnages of food, feed, beverages, and tobacco and of crude materials moved by water. The figures in Exhibits 66-75 show Canada's exports from 1971 through 1980 in terms of tonnage, by type of commodity, by mode of transportation, and by region.

Exhibit 1
Canada's Exports and the Canadian GNP



*Forest Products, Grain, Coal, Sulphur, Potash

Source: Statistics Canada, 1980

Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 2
Canada's Exports 1971-1980
(in billions of dollars)

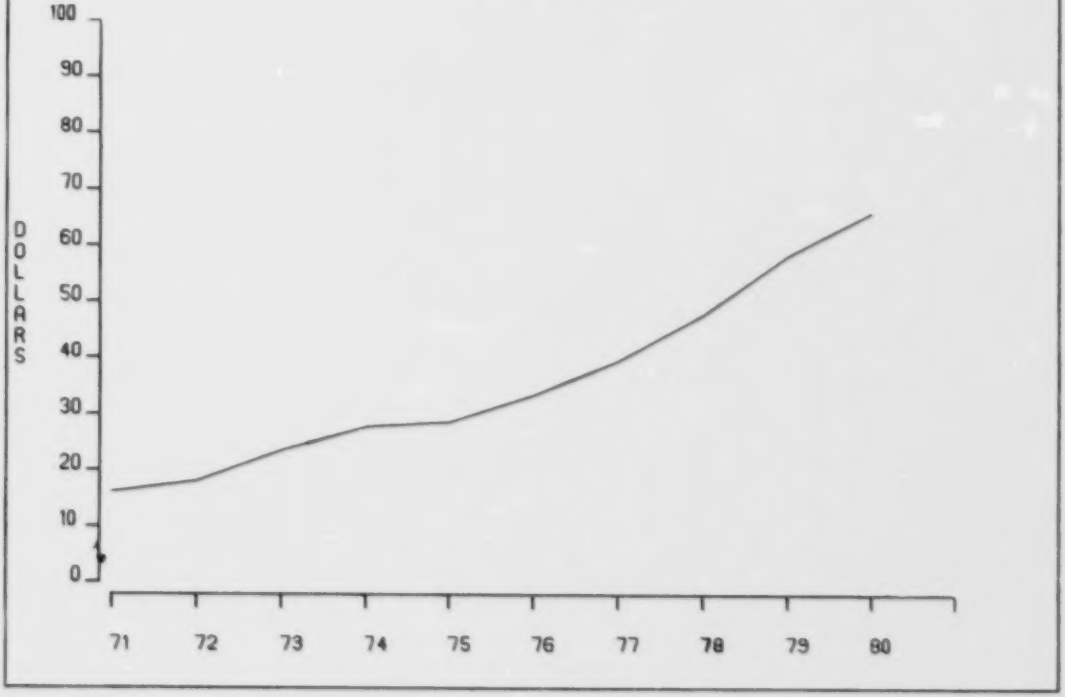


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Exhibit 3
Canada's Exports by Region*

1971-1979
(in thousands of dollars)

	1971	1972	1973	1974	1975	1976	1977	1978	1979
Atlantic	778,595	1,560,259	1,883936	2,494,149	2,754,536	2,847,852	3,521,182	4,028,326	5,578,079
Quebec	4,961,292	4,865,284	4,665,139	6,444,017	6,743,135	7,234,582	8,229,355	9,783,670	12,688,476
Ontario	7,241,529	9,021,063	11,139,798	12,314,629	12,996,270	16,184,307	19,604,029	23,962,299	27,296,789
Prairies	683,805	828,949	1,301,135	1,219,260	1,171,882	1,422,640	1,707,100	1,868,846	2,383,214
Pacific	2,478,988	1,846,319	4,589,288	5,283,442	4,995,395	5,901,011	6,802,204	8,244,286	10,397,172
TOTAL	16,144,209	18,121,874	23,579,316	27,755,497	28,661,218	33,610,292	39,863,870	47,887,427	58,543,730

*These figures include movements by all modes of transportation except pipeline.

Exhibit 4
Estimated Modal Share of Canada's
Exports by Percentage — 1981
(in dollar terms)

Water	Road	Rail	Air	Pipe	Other*
33%	32%	19%	6%	9%	11%

*The category "other" includes movements by pipeline and some movements (such as movements by taxi or bus) which are not included in the other modal figures.

Source: Statistics Canada 65-202 Annual

Exhibit 5
Canada's Exports 1971-1980
By Mode
(in billions of dollars)

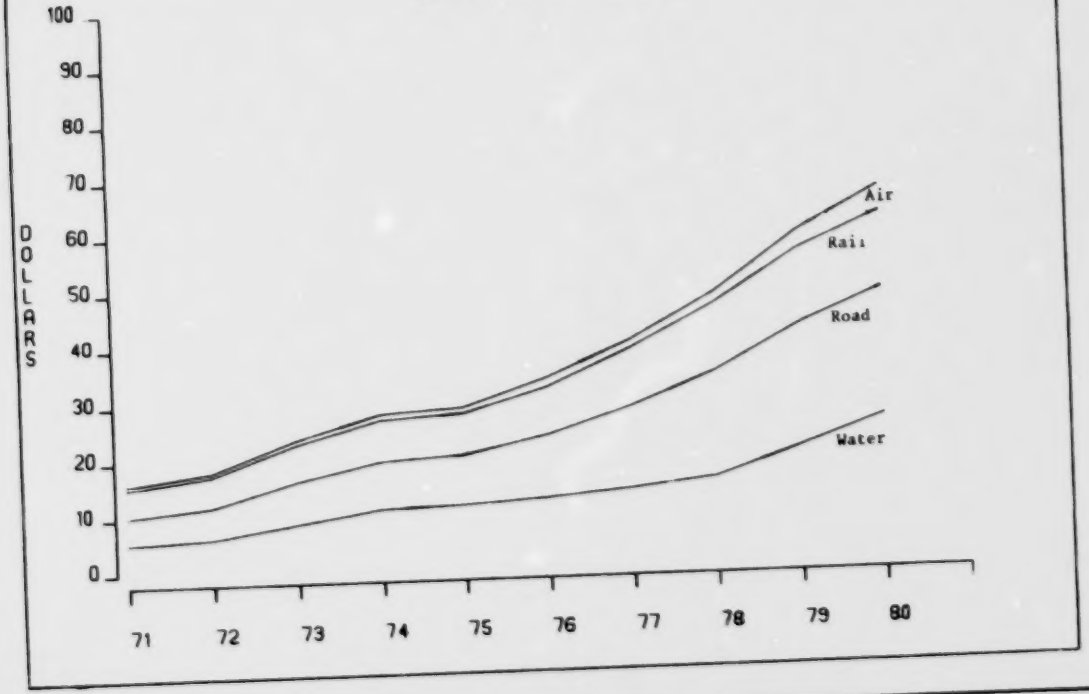

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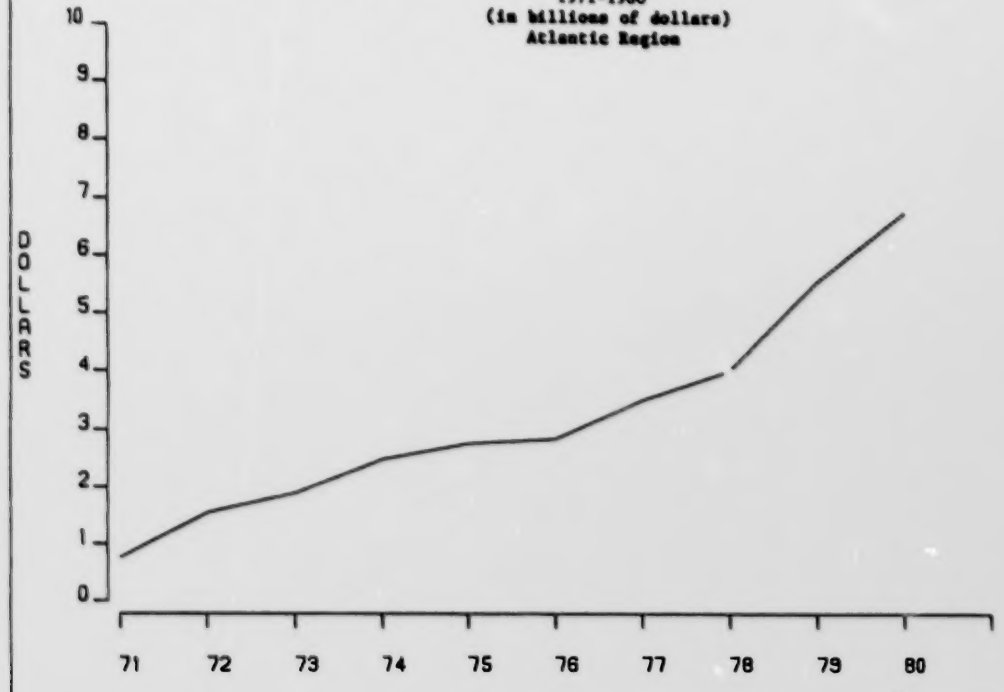
Exhibit 6
Canada's Exports by Region
1971-1980
(in billions of dollars)
Atlantic Region



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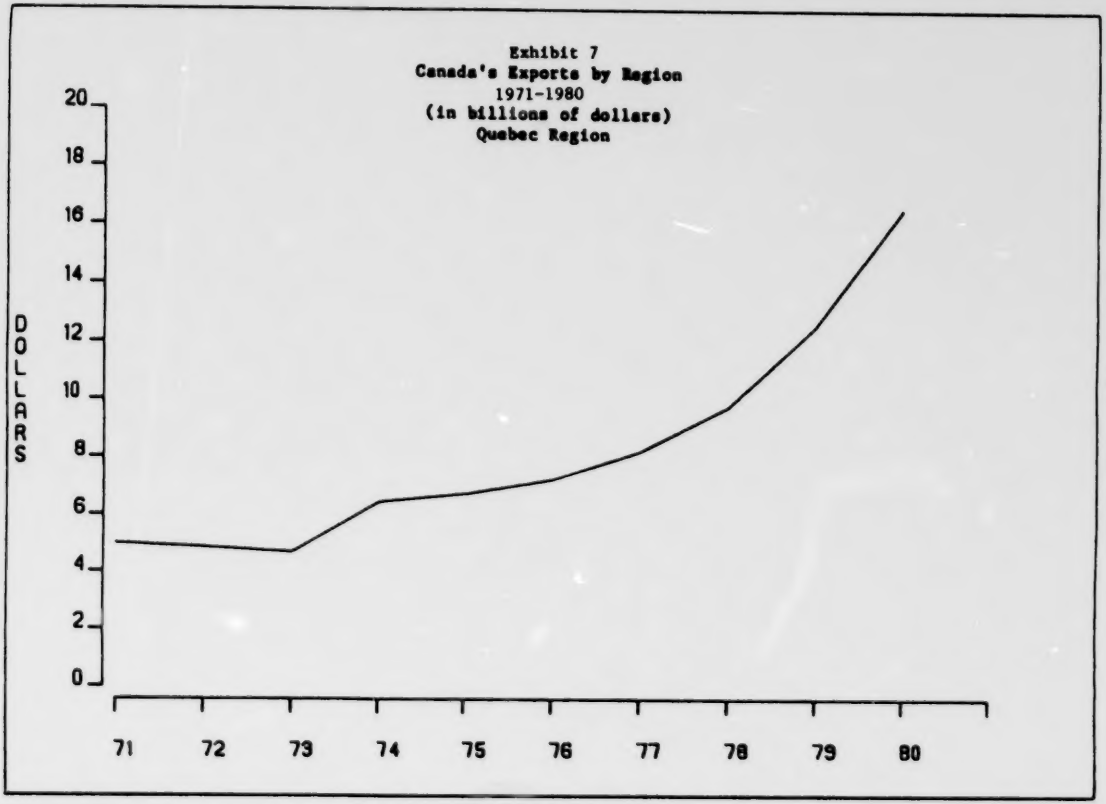

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Exhibit 8
Canada's Exports by Region
1971-1980
(in billions of dollars)
Ontario Region

Exhibit 9
Canada's Exports by Region
1971-1980
(in billions of dollars)
Prairie Region

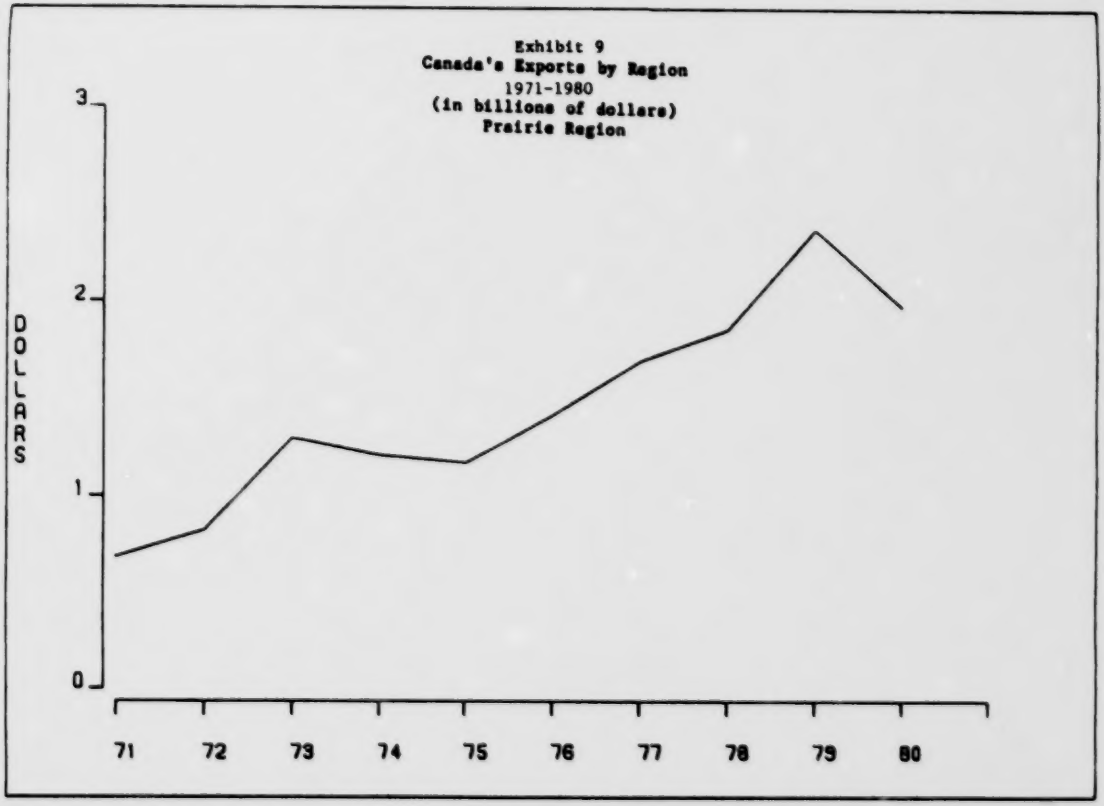

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Exhibit 10
Canada's Exports by Region
1971-1980
(in billions of dollars)
Pacific Region

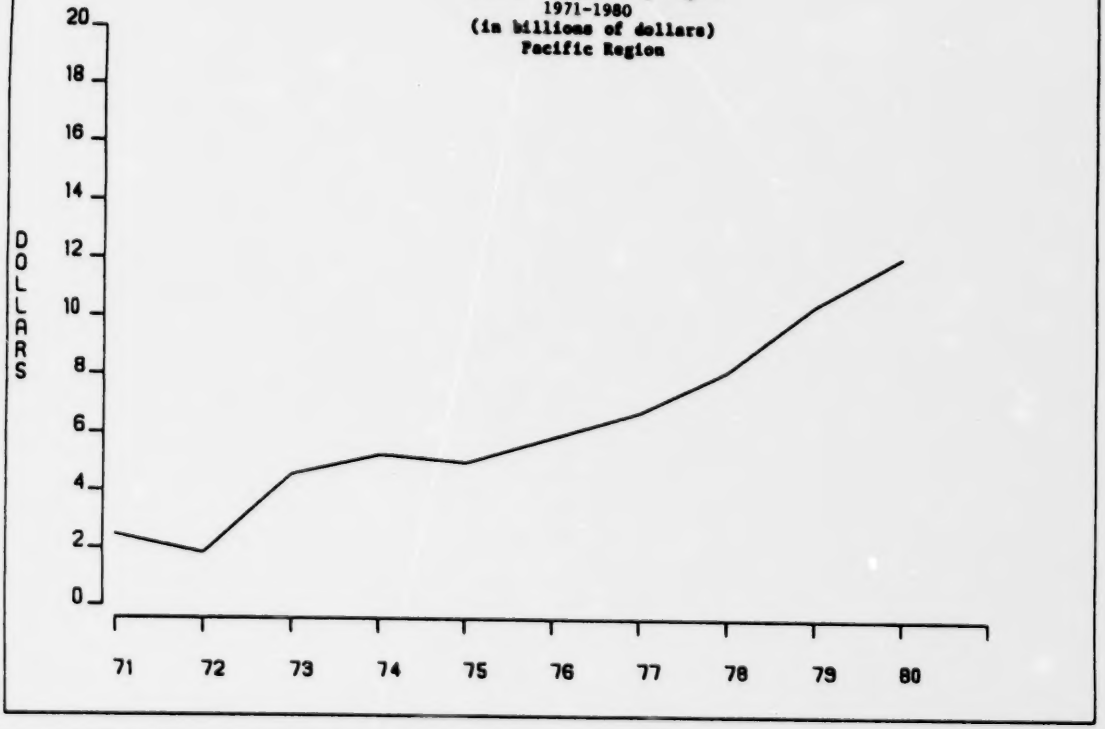

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Exhibit 11
Canada's Exports and Their
Destination — 1981
(in dollar and in percentage terms)

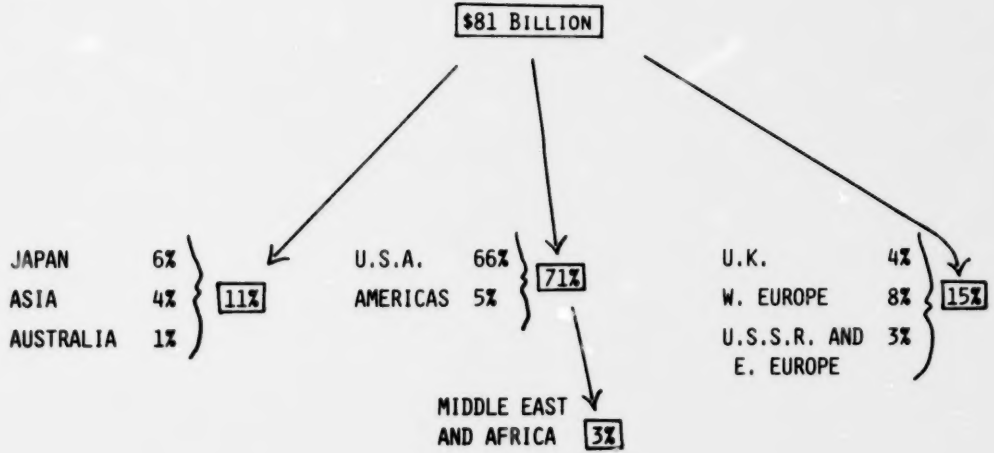

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Exhibit 12
Canada's Waterborne Exports and
Their Destination — 1981
(in dollar and in percentage terms)

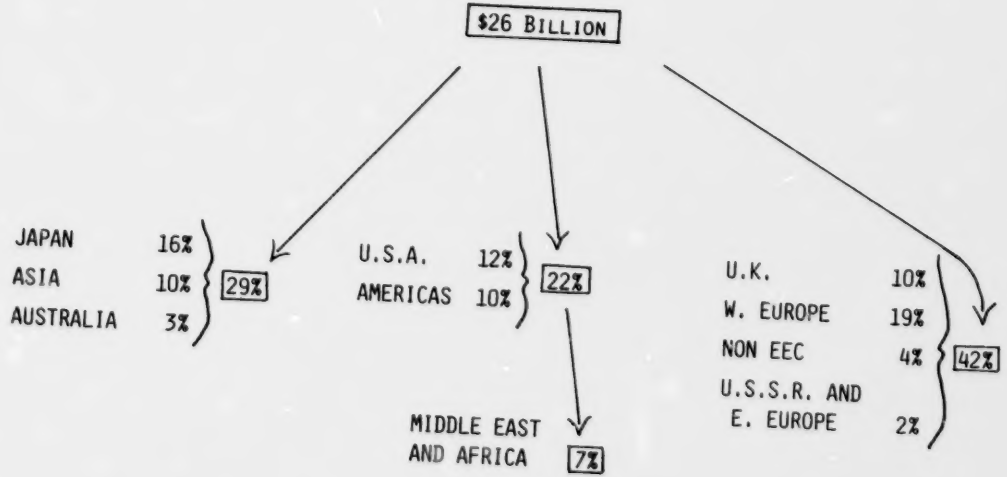

Exhibit 13

Canada's Exports by Category*

1971-1979

(in thousands of dollars)

	1971	1972	1973	1974	1975	1976	1977	1978	1979
Live Animals	67,755	86,268	145,128	93,683	7,225	9,107	151,768	213,855	245,627
Food, Feed, Beverages, and Tobacco	2,063,584	2,296,329	3,491,666	3,673,901	4,065,790	4,152,482	4,509,305	5,127,420	6.107,562
Crude Materials (Inedible)	2,899,831	3,003,473	3,214,097	3,878,774	3,813,305	4,398,984	5,031,408	5,014,183	7,115,522
Fabricated Materials (Inedible)	5,389,199	5,284,138	7,954,622	10,486,675	9,749,473	11,672,547	12,798,359	18,098,552	23,276,606
End Products	5,703,903	7,416,255	8,731,033	9,547,502	10,980,178	13,324,445	17,328,924	19,379,061	21,721,347
Special Transactions	19,937	35,411	42,770	75,962	45,249	52,727	44,106	54,356	77,066
Totals	16,144,209	18,121,874	23,579,316	27,755,497	28,661,218	33,610,292	39,683,870	47,887,427	58,543,730

*These figures do not include exports by pipeline.

Exhibit 14
Canada's Exports by Mode of Transportation
(Excluding Pipeline) 1971-1980
(in thousands of dollars)

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Water	5,633,410	6,246,448	8,537,477	10,885,337	11,289,074	12,124,815	13,551,114	15,098,916	20,196,799	25,471,521
Rail	5,118,837	5,502,850	6,612,846	7,337,995	7,332,163	8,614,672	10,395,007	12,049,226	13,444,728	13,384,221
Road	4,902,800	5,669,844	7,645,704	8,520,435	8,984,242	11,247,442	14,457,850	18,815,585	21,717,526	22,714,500
Air	489,162	702,732	783,289	1,011,730	1,055,739	1,623,963	1,459,899	1,923,700	3,184,677	4,895,083
Total	16,144,209	18,121,874	23,579,316	27,755,497	28,661,218	33,610,892	39,863,870	47,887,427	58,543,730	66,465,325

Source: Compiled from Statistics Canada, Exports Merchandise Trade (65-202 Annual).

Exhibit 15
Canada's Exports by Category
1971-1980
(in millions of dollars)
Live Animals

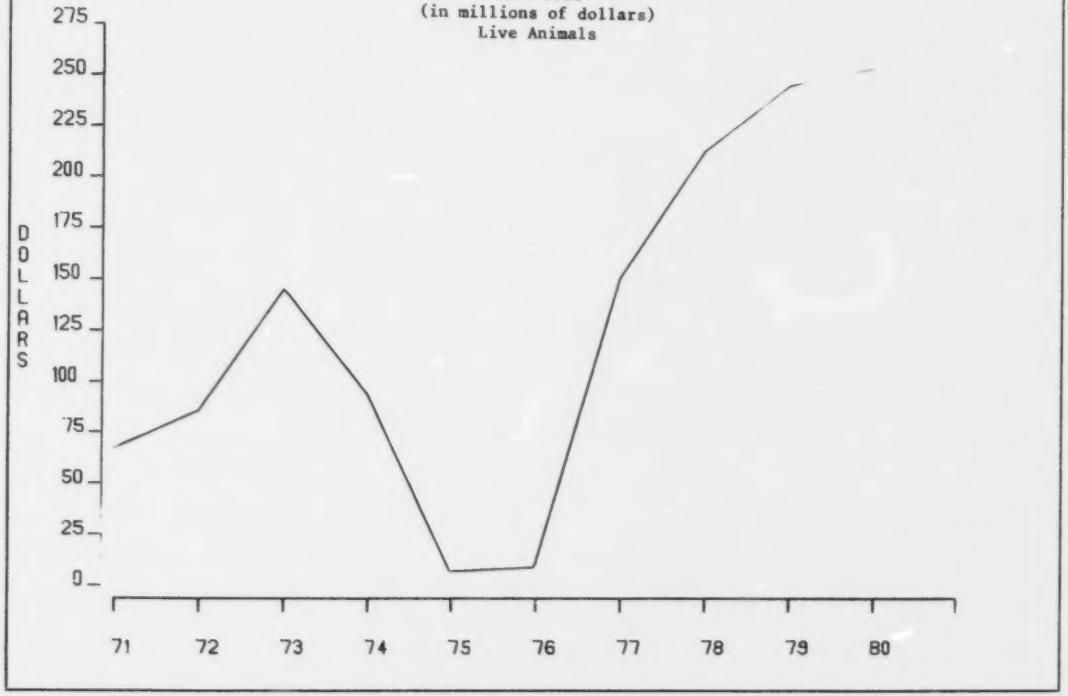

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Exhibit 16
Canada's Exports by Categor
1971-1980
(in billions of dollars)
Food, Feed, Beverage, and Tobacco

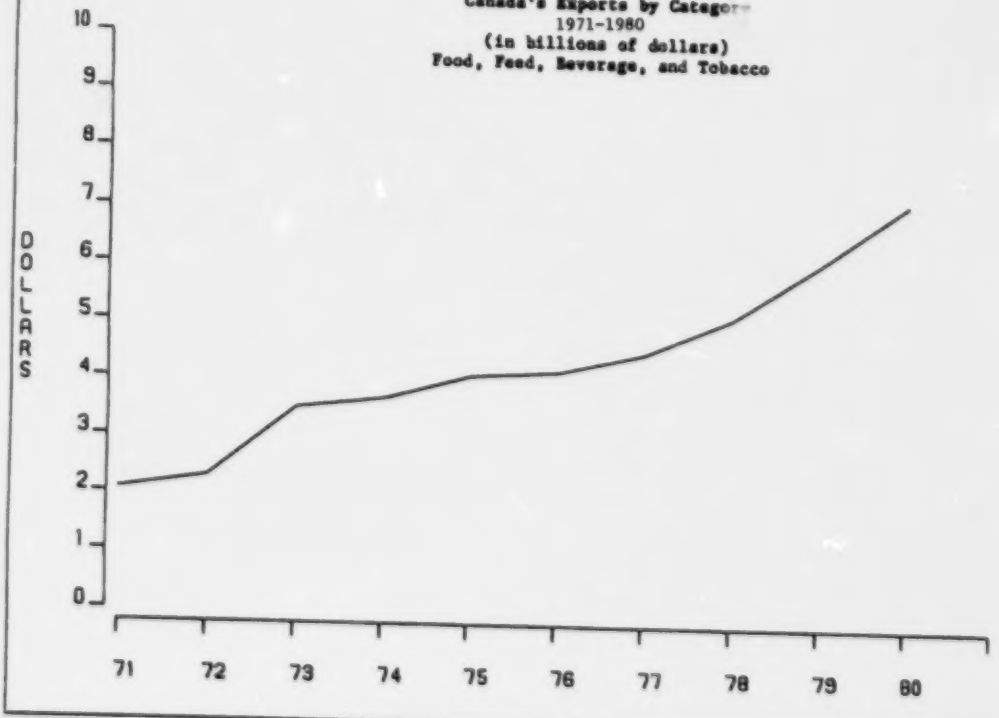

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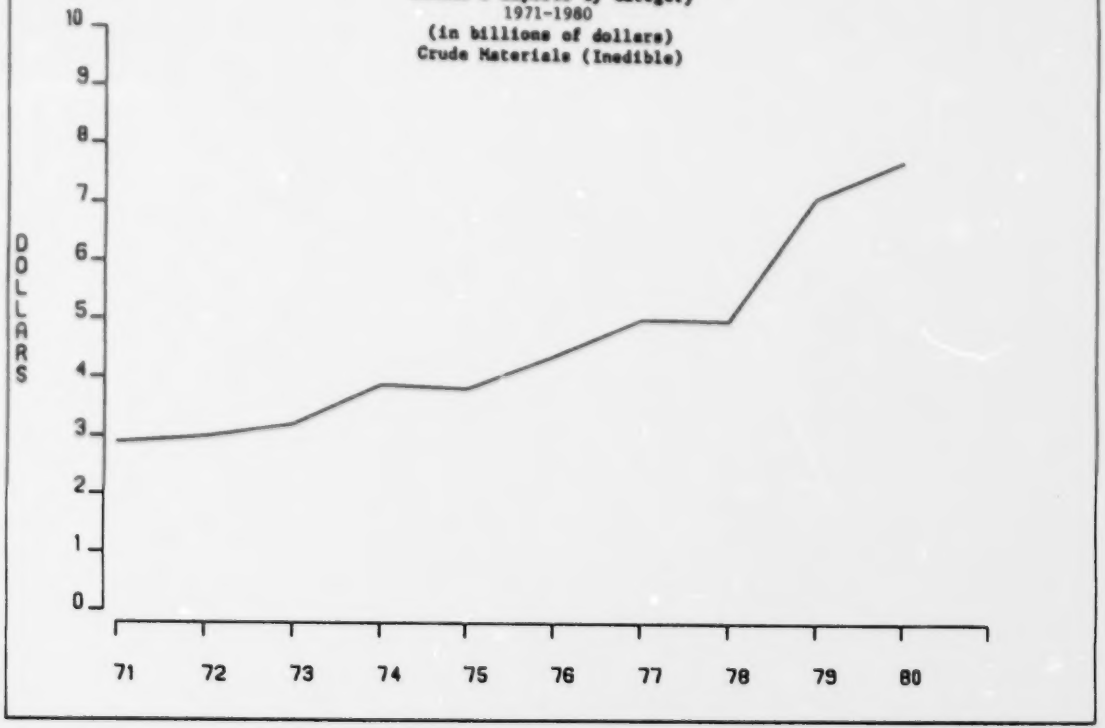
Exhibit 17
Canada's Exports by Category
1971-1980
(in billions of dollars)
Crude Materials (Inedible)



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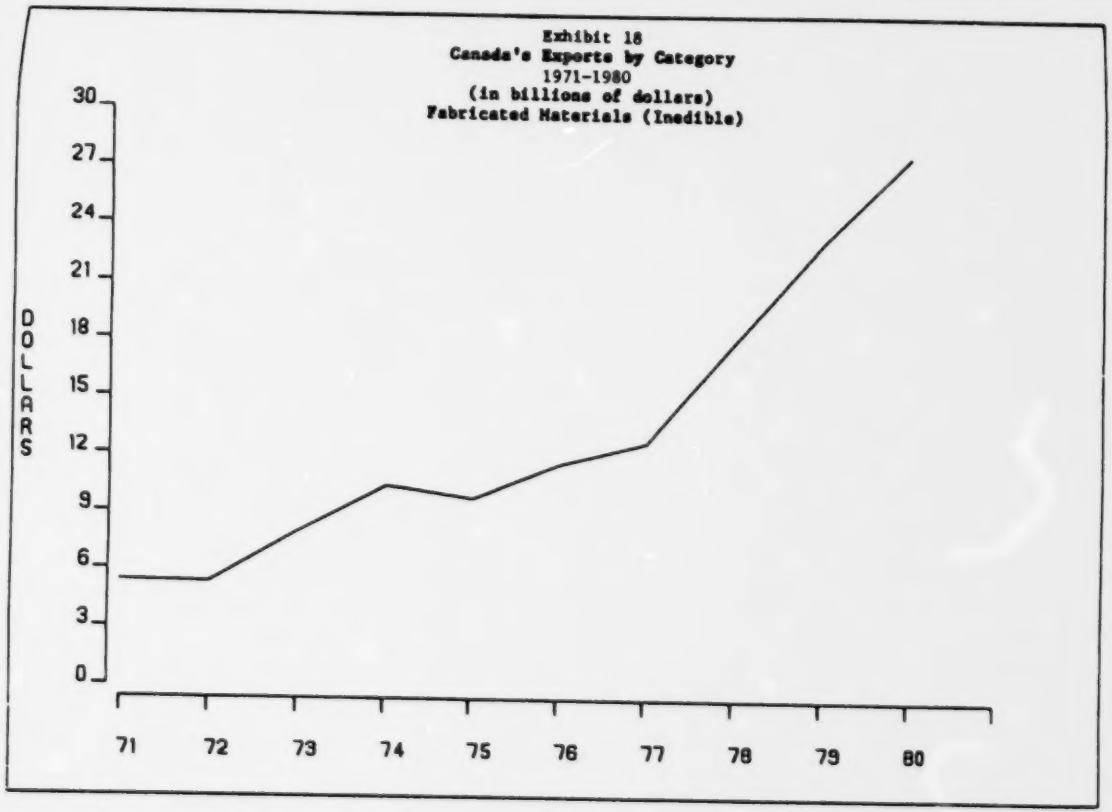

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Exhibit 19
Canada's Exports by Category
1971-1980
(in billions of dollars)
End Products

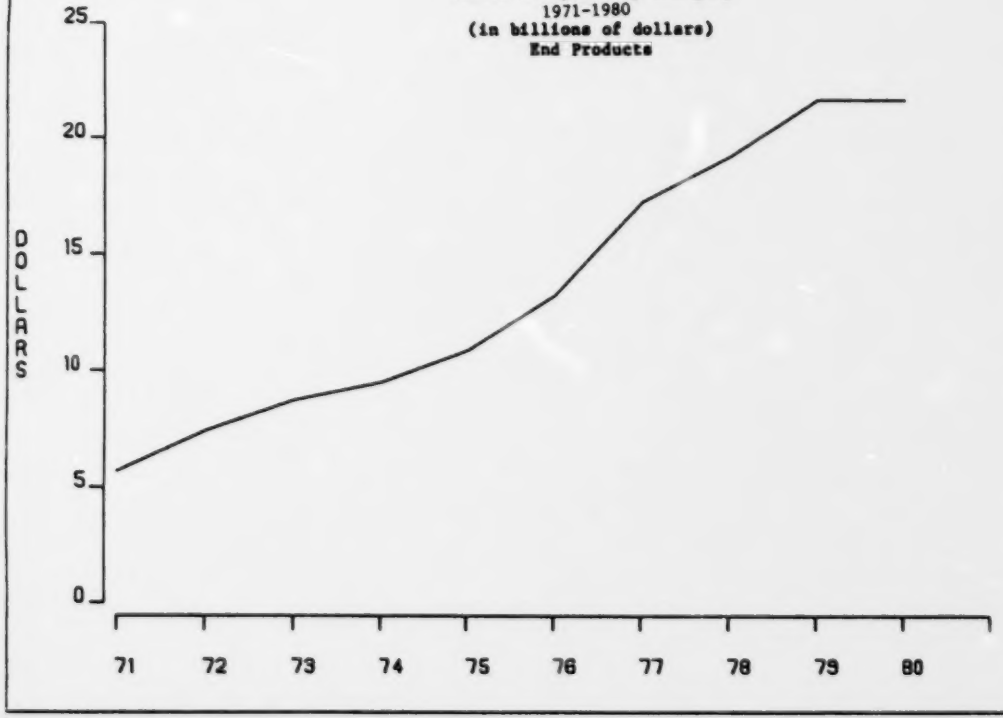

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Exhibit 30
Canada's Exports 1971-80
by Commodity Category
(in billions of dollars)
DOLLARS
70
60
50
40
30
20
10
0
71
72
73
74
75
76
77
78
79
80
END PROD
FAB. MAT.
CRUDE MAT.
FFBT
LIVE ANIMALS

Exhibit 21
Value of Exports 1971-80
Atlantic Region
by Commodity Category
(in billions of dollars)

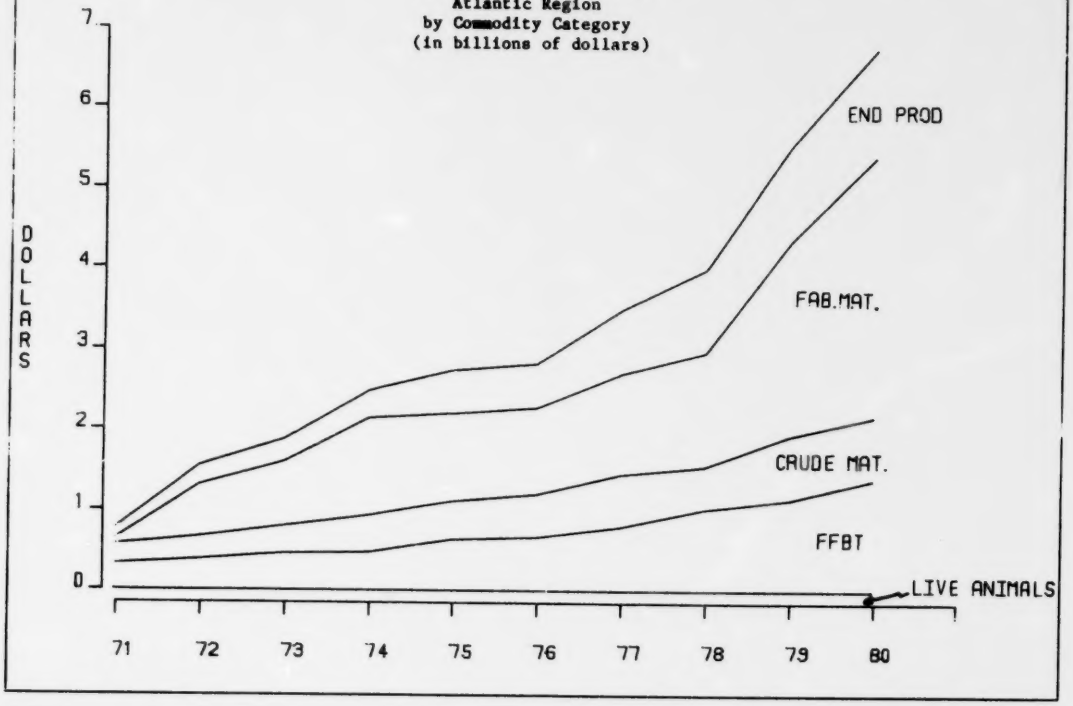

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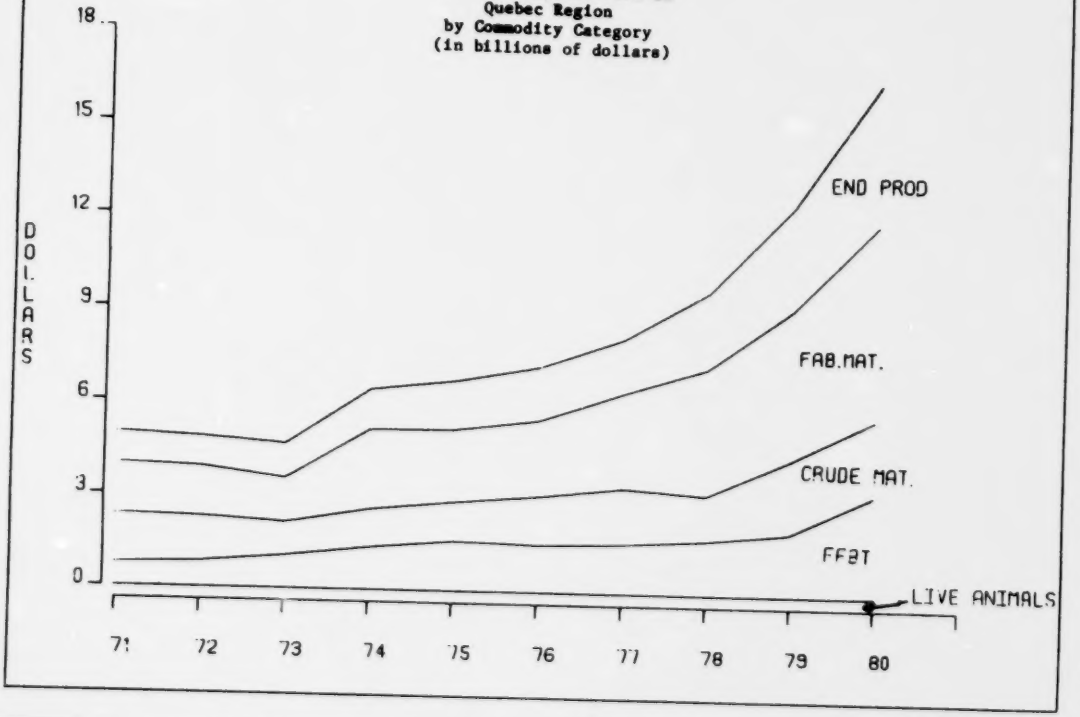
Exhibit 22
Value of Exports 1971-80
Quebec Region
by Commodity Category
(in billions of dollars)



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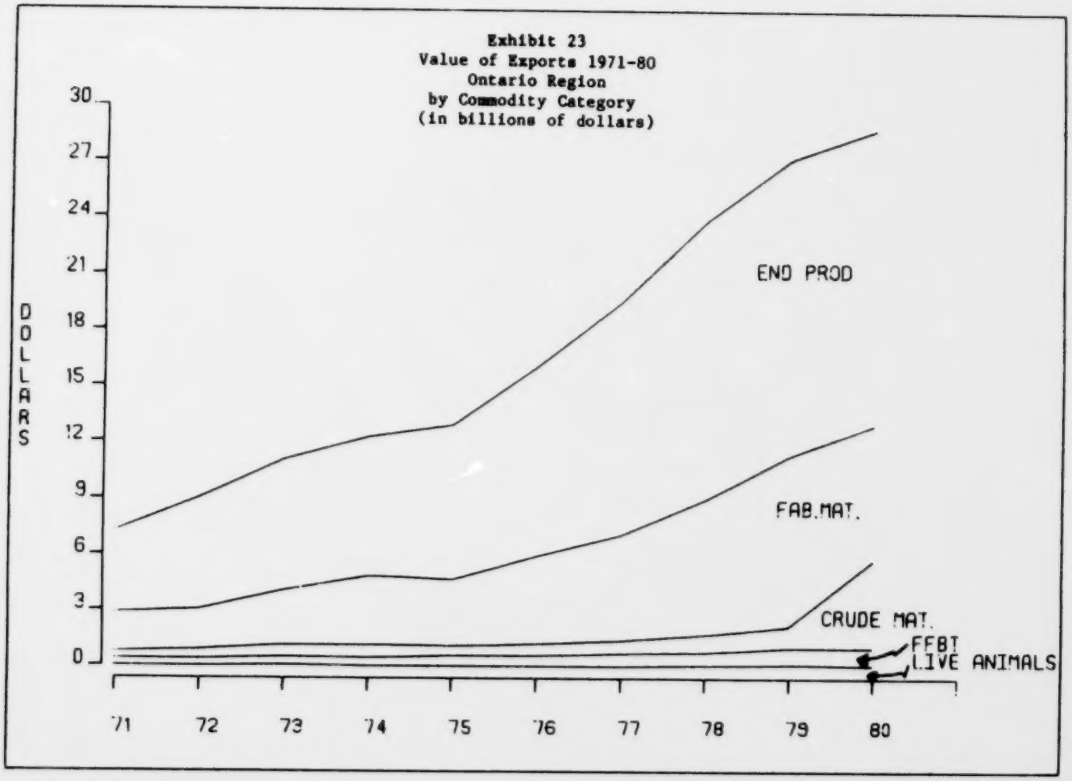
Exhibit 23
Value of Exports 1971-80
Ontario Region
by Commodity Category
(in billions of dollars)
DOLLARS
30
27
24
21
18
15
12
9
6
3
0
71
72
73
74
75
76
77
78
79
80
END PROD
FAB.MAT.
CRUDE MAT.
FFBT
LIVE ANIMALS

Exhibit 24
Value of Exports 1971-80
Prairie Region
by Commodity Category
(in billions of dollars)

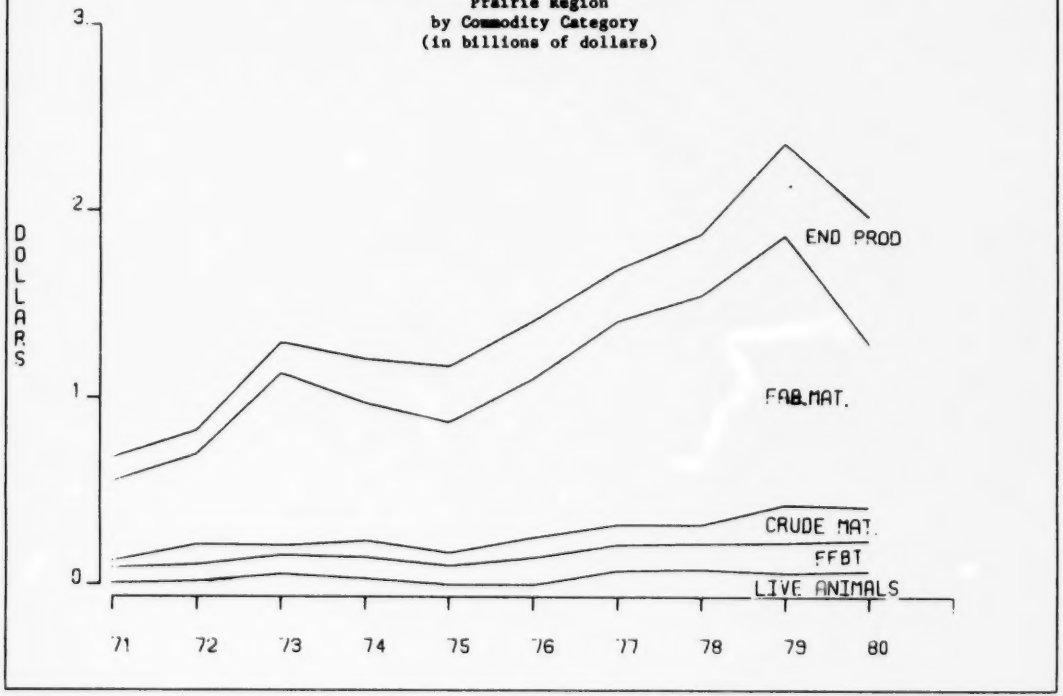

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Exhibit 25
Value of Exports 1971-80
Pacific Region
by Commodity Category
(in billions of dollars)

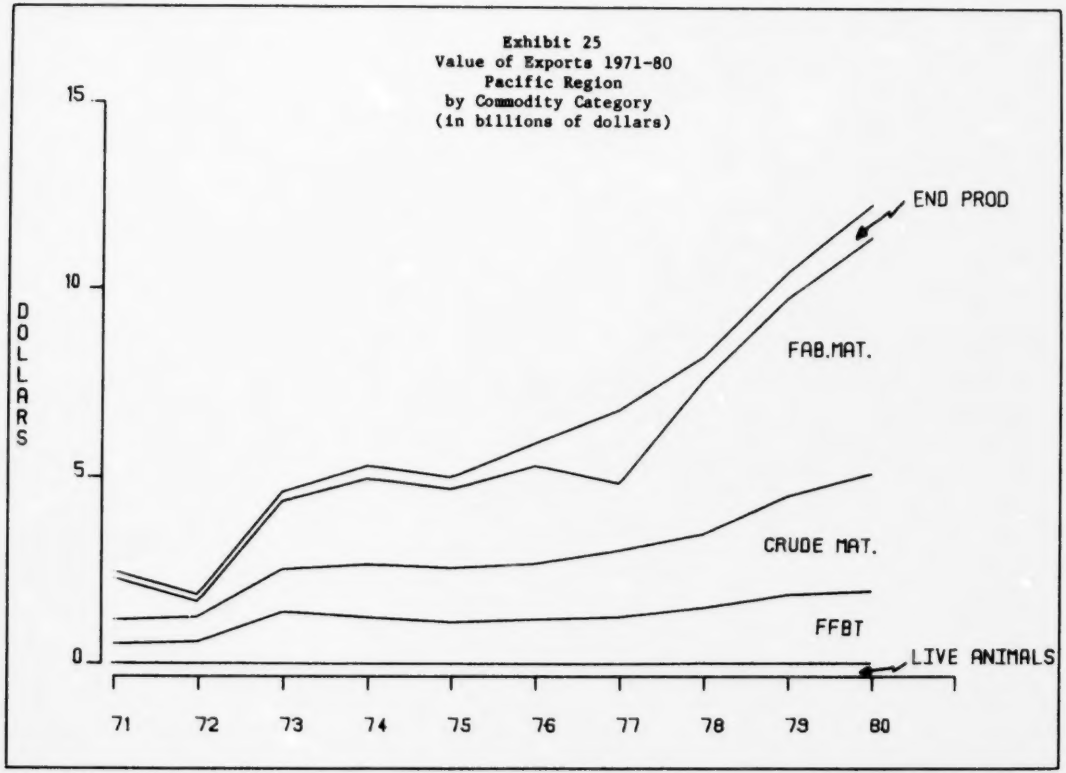

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Exhibit 26
Value of Live Animals Exported from Canada 1971-80 by Mode (in millions of dollars)

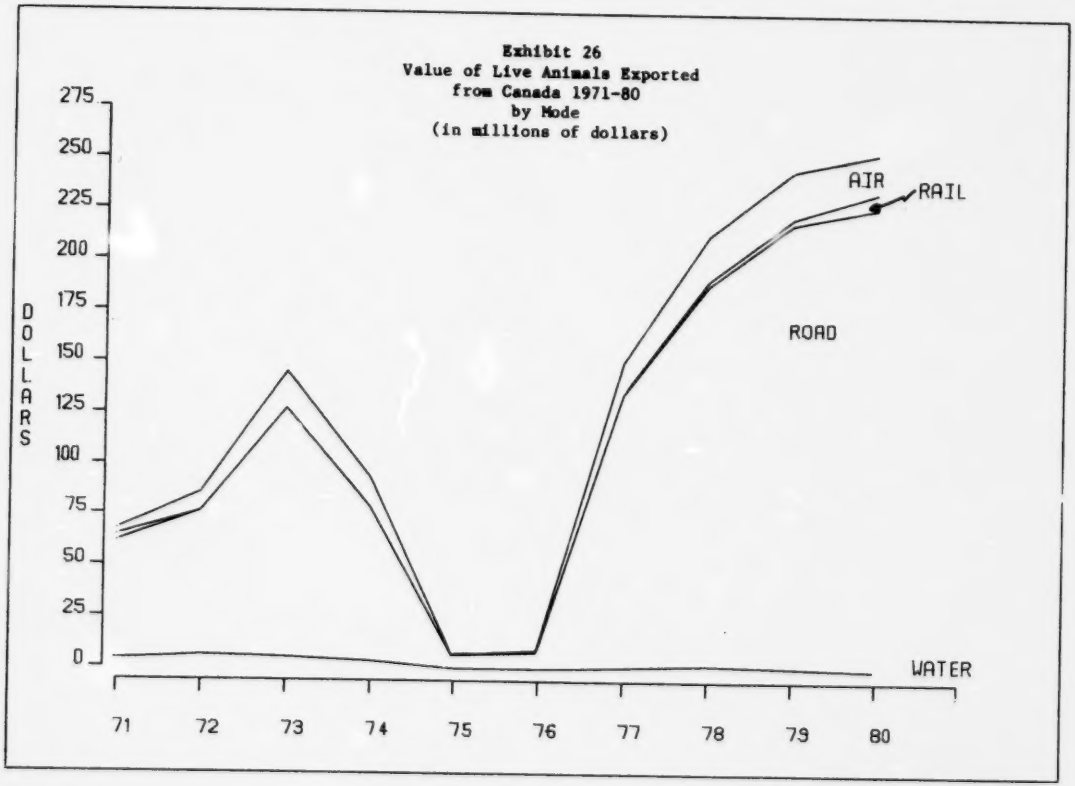

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Exhibit 27
Value of Food, Feed, Beverages, and Tobacco
Exported from Canada 1971-80
by Mode
(in billions of dollars)

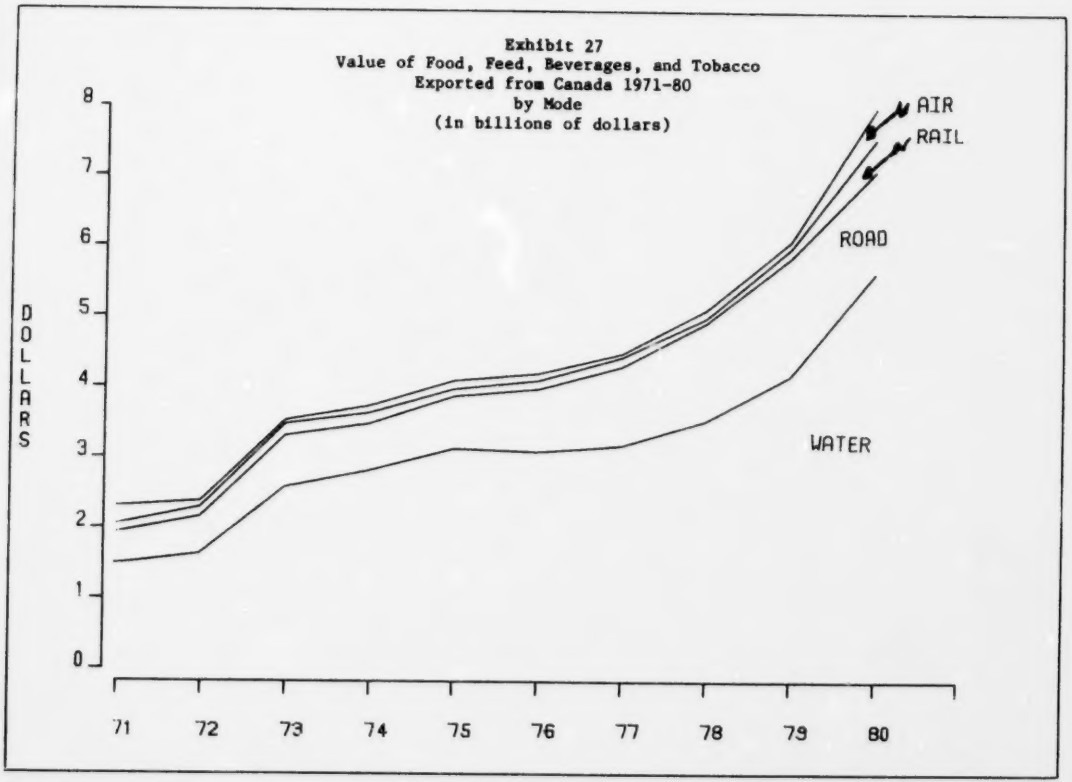

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Exhibit 28
Value of Crude Materials
Exported from Canada 1971-80
by Mode
(in billions of dollars)

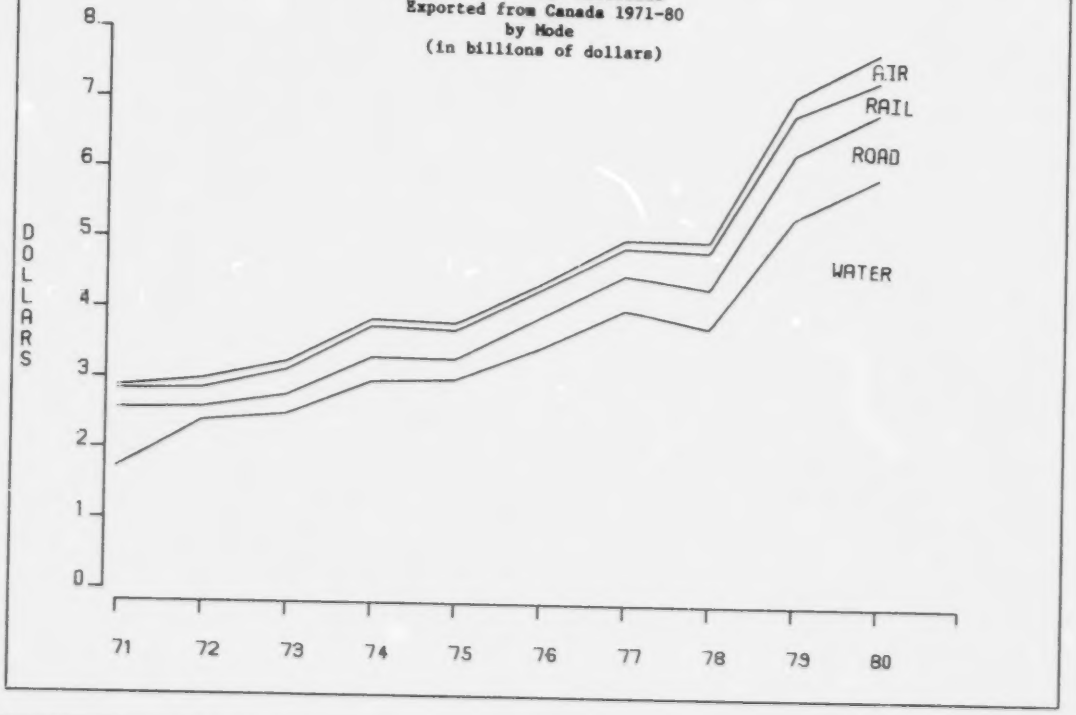

Exhibit 29
Value of Fabricated Materials
Exported from Canada 1971-80
by Mode
(in billions of dollars)

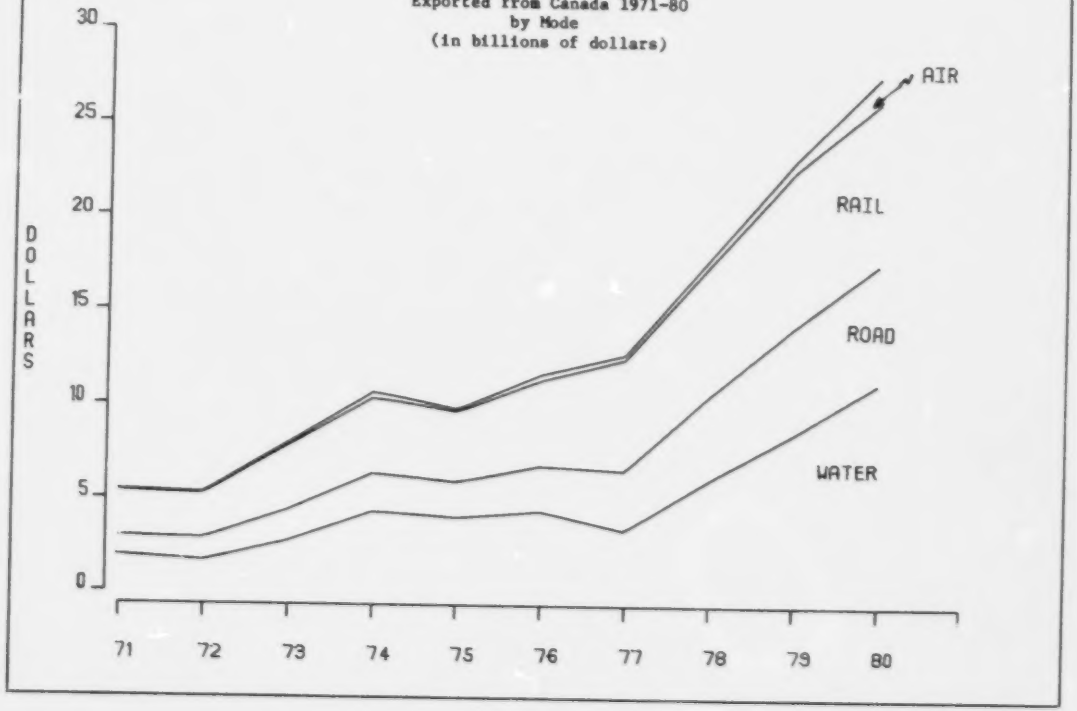

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Exhibit 30
Value of End Products
Exported from Canada 1971-80
by Mode
(in billions of dollars)

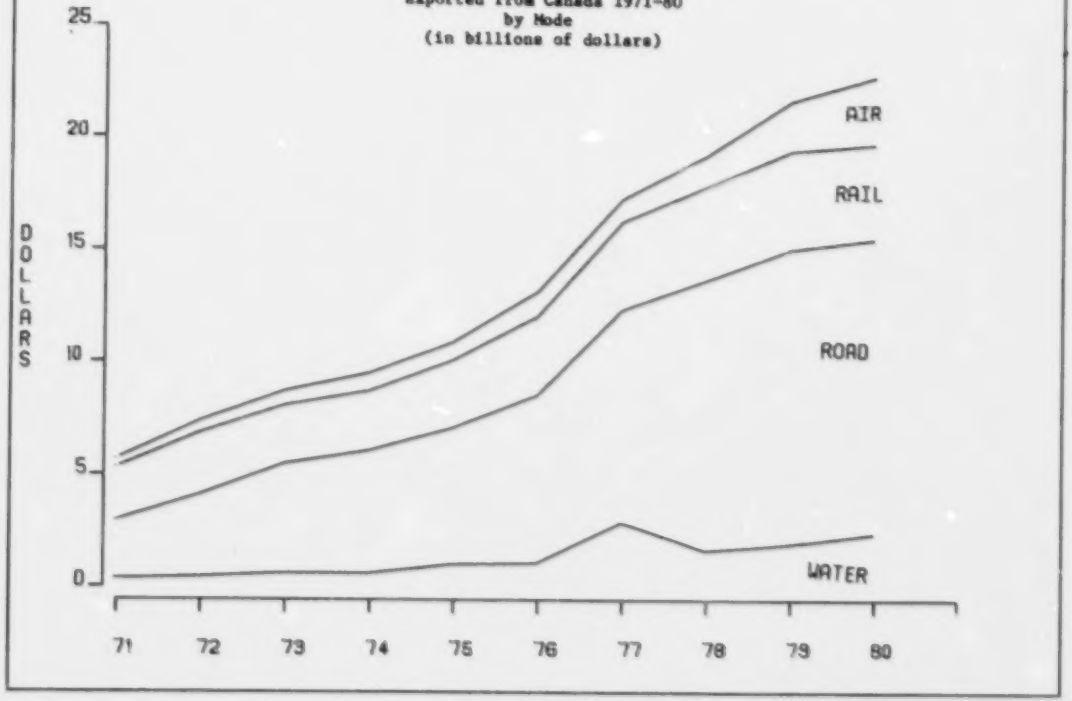

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Exhibit 31
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation — 1971
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	1,131	581	0	105	1,817
Quebec	2,345	6,778	46	745	9,914
Ontario	13	34,708	15	4,237	38,973
Prairies	6	11,090	53	358	11,507
Pacific	756	4,614	0	174	5,544
Total:	4,251	57,771	114	5,619	67,755
Food, Feed, Beverages, and Tobacco					
Atlantic	259,972	68,878	4,514	826	334,190
Quebec	627,743	112,240	23,064	1,416	764,463
Ontario	68,971	198,829	68,613	2,292	338,705
Prairies	40,891	31,123	7,212	60	79,286
Pacific	504,652	31,800	9,466	1,022	546,940
Total:	1,502,229	442,870	112,869	5,616	2,063,584
Crude Materials (Inedible)					
Atlantic	226,390	8,039	930	128	235,687
Quebec	841,297	690,475	33,663	10,186	1,575,621
Ontario	137,419	105,449	141,662	40,932	425,462
Prairies	-	15,315	20,387	4,880	40,582
Pacific	537,094	16,595	67,287	1,503	622,479
Total:	1,742,400	835,873	263,929	57,629	2,899,831
Fabricated Materials (Inedible)					
Atlantic	6,195	19,334	38,429	95	64,053
Quebec	812,613	262,288	527,350	14,050	1,616,301
Ontario	182,453	654,771	1,258,554	8,370	2,104,148
Prairies	21,284	23,980	377,326	486	423,076
Pacific	950,522	41,581	188,725	793	1,181,621
Total:	1,973,067	1,001,954	2,390,384	23,794	5,389,199
End Products					
Atlantic	108,602	9,281	1,924	22,622	142,429
Quebec	216,875	514,544	109,871	150,910	992,200
Ontario	48,509	1,851,626	2,228,574	196,655	4,325,364
Prairies	9	106,108	5,789	12,147	124,053
Pacific	35,560	71,265	5,106	7,926	119,857
Total:	409,555	2,552,824	2,351,264	390,260	5,703,903
Special Transactions					
Atlantic	91	94	-	234	419
Quebec	307	1,602	77	807	2,793
Ontario	167	4,486	159	4,065	8,877
Prairies	-	4,451	41	809	5,301
Pacific	1,343	875	-	329	2,547
Total:	1,908	11,508	277	6,244	19,937
Grand Total:	5,633,410	4,902,800	5,118,837	489,162	16,144,209

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 32
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1972
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	1,106	546	2	78	1,732
Quebec	4,770	6,311	18	3,273	14,372
Ontario	823	34,878	145	5,487	41,333
Prairies	0	24,049	10	114	24,173
Pacific	56	4,373	0	229	4,658
Total:	6,755	70,157	175	9,181	86,268
Food, Feed, Beverages, and Tobacco					
Atlantic	301,053	88,932	2,556	1,138	393,679
Quebec	687,910	125,898	21,144	4,584	839,536
Ontario	83,953	224,778	55,349	2,012	366,092
Prairies	42,270	32,967	8,435	3,112	86,784
Pacific	530,339	62,091	16,451	1,357	610,238
Total:	1,645,525	534,666	103,935	12,203	2,296,329
Crude Materials (Inedible)					
Atlantic	269,271	8,746	1,605	155	279,777
Quebec	1,378,385	28,856	36,319	17,510	1,461,070
Ontario	179,476	110,471	146,181	36,949	473,077
Prairies	75	17,522	19,643	67,433	104,673
Pacific	590,467	24,611	67,512	2,286	684,876
Total:	2,417,674	190,206	271,260	124,333	3,003,473
Fabricated Materials (Inedible)					
Atlantic	600,008	31,551	31,212	325	663,096
Quebec	782,207	298,260	470,243	17,048	1,567,758
Ontario	166,955	781,723	1,223,683	10,829	2,183,190
Prairies	7	28,458	453,417	663	482,545
Pacific	106,847	56,372	223,500	830	387,549
Total:	1,656,024	1,196,364	2,402,055	29,695	5,284,138
End Products					
Atlantic	195,726	15,360	425	8,206	219,717
Quebec	212,089	383,240	144,341	237,336	977,006
Ontario	73,729	3,050,334	2,566,264	249,723	5,940,050
Prairies	4	105,924	4,681	13,771	124,380
Pacific	35,935	99,801	8,205	11,161	155,102
Total:	517,483	3,654,659	2,723,916	520,197	7,416,255
Special Transactions					
Atlantic	1,360	600	45	253	2,258
Quebec	1,098	2,132	-	2,312	5,542
Ontario	109	12,946	635	3,631	17,321
Prairies	-	5,523	112	759	6,394
Pacific	420	2,591	717	168	3,896
Total:	2,987	23,792	1,509	7,123	35,411
Grand Total:	6,246,448	5,669,844	5,502,850	702,732	18,121,874

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 33
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1973
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	2,291	1,369	0	93	3,753
Quebec	2,431	10,718	69	8,190	21,408
Ontario	440	43,543	8	8,435	52,426
Prairies	0	58,743	1	613	59,357
Pacific	45	7,958	132	49	8,184
Total:	5,207	122,331	210	17,380	145,128
Food, Feed, Beverages, and Tobacco					
Atlantic	332,823	114,897	5,930	1,794	455,444
Quebec	845,876	183,645	23,784	11,387	1,064,692
Ontario	78,341	313,112	78,957	5,841	476,251
Prairies	45,955	45,749	8,519	420	100,643
Pacific	1,302,995	71,782	17,820	2,039	1,394,636
Total:	2,605,990	729,185	135,010	21,481	3,491,666
Crude Materials (Inedible)					
Atlantic	331,620	8,481	1,402	74	341,577
Quebec	942,244	48,483	41,677	23,520	1,055,924
Ontario	219,807	167,848	188,976	39,453	616,084
Prairies	-	23,695	21,752	9,490	54,937
Pacific	1,016,585	29,249	97,247	2,494	1,145,575
Total:	2,510,256	277,756	351,054	75,031	3,214,097
Fabricated Materials (Inedible)					
Atlantic	707,783	38,888	56,295	312	803,278
Quebec	412,891	399,595	600,750	20,509	1,433,745
Ontario	187,095	1,009,247	1,745,118	16,332	2,957,792
Prairies	3,436	57,430	858,536	627	920,029
Pacific	1,469,742	94,131	274,569	1,336	1,839,778
Total:	2,780,947	1,599,291	3,535,268	39,116	7,954,622
End Products					
Atlantic	235,132	26,427	146	16,978	278,683
Quebec	264,722	537,563	17,007	264,579	1,083,871
Ontario	81,675	4,069,419	2,555,806	306,426	7,013,326
Prairies	38	130,111	5,669	20,505	156,323
Pacific	52,044	121,223	11,528	14,035	198,830
Total:	633,611	4,884,743	2,590,157	622,522	8,731,033
Special Transactions					
Atlantic	722	289	10	180	1,201
Quebec	188	2,283	273	2,775	5,519
Ontario	56	19,625	641	3,597	23,919
Prairies	-	8,804	2	1,040	9,846
Pacific	500	1,397	222	166	2,285
Total:	1,466	32,398	1,147	7,759	42,770
Grand Total:	8,537,477	7,645,704	6,612,846	783,289	23,579,316

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 34
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation — 1974
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	1,774	815	4	9	2,602
Quebec	1,165	7,841	44	3,454	12,504
Ontario	430	28,326	2	9,950	38,708
Prairies	0	32,860	304	536	33,700
Pacific	350	5,404	5	410	6,169
Total:	3,719	75,246	359	14,359	93,683
Food, Feed, Beverages, and Tobacco					
Atlantic	343,577	127,280	7,316	2,136	480,309
Quebec	1,210,720	148,429	25,737	8,318	1,393,204
Ontario	88,916	263,314	84,185	6,775	443,190
Prairies	63,409	38,422	13,006	1,174	116,011
Pacific	1,142,536	65,080	30,426	2,145	1,240,187
Total:	2,849,158	642,525	160,670	20,548	3,672,901
Crude Materials (Inedible)					
Atlantic	439,250	10,404	1,674	267	451,595
Quebec	1,080,886	54,800	55,054	26,305	1,217,045
Ontario	184,537	209,539	228,405	64,527	687,008
Prairies	1,473	37,517	35,595	10,711	85,296
Pacific	1,282,440	38,043	114,492	2,855	1,437,830
Total:	2,988,586	350,303	435,220	104,665	3,878,774
Fabricated Materials (Inedible)					
Atlantic	1,107,545	39,934	72,729	1,014	1,221,222
Quebec	1,166,077	480,974	882,595	25,936	2,555,582
Ontario	246,522	1,270,072	2,137,506	23,467	3,677,567
Prairies	80	88,350	647,741	1,818	737,989
Pacific	1,843,677	112,778	336,021	1,839	2,294,315
Total:	4,363,901	1,992,108	4,076,592	54,074	10,486,675
End Products					
Atlantic	280,177	38,173	3,841	14,274	336,465
Quebec	289,667	613,636	42,965	313,379	1,259,647
Ontario	39,174	4,404,180	2,571,014	430,577	7,444,945
Prairies	293	184,616	12,693	25,713	223,315
Pacific	65,402	168,744	28,274	20,710	283,130
Total:	674,713	5,409.349	2,658,787	804,653	9,547,502
Special Transactions					
Atlantic	1,417	111	-	428	1,956
Quebec	1,247	2,374	117	2,297	6,035
Ontario	73	14,057	400	8,681	23,211
Prairies	465	20,959	267	1,258	22,949
Pacific	2,058	13,403	5,583	767	21,811
Total:	5,260	50,904	6,367	13,431	75,962
Grand Total:	10,885,337	8,520,435	7,337,995	1,011,730	27,755,497

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 35
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1975
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	30	18	0	23	71
Quebec	0	550	12	61	623
Ontario	2	5,767	10	293	6,072
Prairies	-	185	0	104	289
Pacific	41	80	3	44	168
Total:	73	6,600	25	525	7,225
Food, Feed, Beverages, and Tobacco					
Atlantic	477,568	154,016	6,986	2,694	641,264
Quebec	1,403,099	172,308	27,561	8,142	1,611,110
Ontario	132,912	343,733	94,825	8,210	579,680
Prairies	54,308	37,913	7,714	1,769	101,704
Pacific	1,063,558	52,602	14,485	1,387	1,132,032
Total:	3,131,445	760,572	151,571	22,202	4,065,790
Crude Materials (Inedible)					
Atlantic	464,862	11,923	1,578	325	478,688
Quebec	1,153,662	54,461	42,487	20,878	1,271,488
Ontario	160,997	157,048	177,352	54,067	549,464
Prairies	3,615	29,109	32,046	6,692	71,462
Pacific	1,239,602	39,590	160,501	2,510	1,442,203
Total:	3,022,738	292,131	413,964	84,472	3,813,305
Fabricated Materials (Inedible)					
Atlantic	1,000,930	31,906	62,404	1,600	1,096,840
Quebec	1,107,088	444,512	745,067	27,420	2,324,087
Ontario	269,773	1,232,196	1,975,318	28,699	3,505,986
Prairies	9,822	74,498	615,281	2,674	702,275
Pacific	1,666,709	95,064	354,768	3,744	2,120,285
Total:	4,054,322	1,878,176	3,752,838	64,137	9,749,473
End Products					
Atlantic*	444,169	68,250	2,791	19,351	534,561
Quebec*	423,829	698,305	21,274	386,119	1,529,527
Ontario*	111,760	4,860,399	2,946,768	418,868	8,337,815
Prairies*	10,854	227,261	23,106	26,837	288,058
Pacific*	82,164	164,382	18,817	24,854	290,217
Total:	1,072,776	6,018,597	3,012,776	876,029	10,980,178
Special Transactions					
Atlantic	2,725	148	-	239	3,112
Quebec	3,437	2,025	-	838	6,300
Ontario	23	14,415	201	2,614	17,253
Prairies	-	6,394	162	1,538	8,094
Pacific	1,535	5,184	626	3,145	10,490
Total:	7,720	28,166	989	8,374	45,249
Grand Total:	11,289,074	8,984,242	7,332,163	1,055,739	28,661,218

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.
*Estimates.

Exhibit 36
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1976
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	28	13	1	77	119
Quebec	0	532	-	161	693
Ontario	6	7,217	4	305	7,632
Prairies	1	151	-	155	307
Pacific	181	243	-	32	456
Total:	216	8,156	5	730	9,107
Food, Feed, Beverages, and Tobacco					
Atlantic	437,718	228,811	7,176	3,117	676,822
Quebec	1,294,358	192,591	29,733	7,673	1,524,355
Ontario	128,780	363,818	91,020	10,009	593,627
Prairies	88,711	49,908	4,602	2,114	145,335
Pacific	1,142,479	55,096	13,317	1,451	1,212,343
Total:	3,092,046	890,224	145,848	24,364	4,152,482
Crude Materials (Inedible)					
Atlantic	514,589	17,040	1,093	120	532,842
Quebec	1,432,918	66,269	57,219	35,559	1,591,965
Ontario	151,493	258,491	197,415	48,037	655,430
Prairies	12	46,154	55,028	8,098	109,292
Pacific	1,373,948	51,205	81,926	2,376	1,509,455
Total:	3,472,960	439,159	392,681	94,184	4,398,984
Fabricated Materials (Inedible)					
Atlantic	960,997	52,495	62,106	245	1,075,843
Quebec	999,364	495,133	857,101	78,410	2,430,008
Ontario	318,834	1,644,807	2,542,361	190,966	4,696,968
Prairies	9,046	77,908	775,188	956	863,098
Pacific	2,127,429	123,119	354,768	1,314	2,606,630
Total:	4,415,670	2,393,462	4,591,524	271,891	11,672,547
End Products					
Atlantic*	424,028	65,008	12,584	59,261	560,881
Quebec*	496,985	789,363	24,890	386,476	1,697,714
Ontario*	109,135	6,260,244	3,366,849	469,039	10,205,267
Prairies*	5,077	218,211	52,428	22,429	298,145
Pacific*	99,126	151,970	24,169	287,173	562,438
Total:	1,134,351	7,484,796	3,480,920	1,224,378	13,324,445
Special Transactions					
Atlantic	197	885	-	263	1,345
Quebec	3,232	3,798	229	2,588	9,847
Ontario	874	18,169	2,824	3,516	25,383
Prairies	-	4,829	18	1,616	6,463
Pacific	5,269	3,964	23	433	9,689
Total:	9,572	31,645	3,064	8,416	52,727
Grand Total:	12,124,815	11,247,442	8,614,672	1,623,963	33,610,292

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.
*Estimates.

Exhibit 37
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation — 1977
(in thousands of dollars)

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals					
Atlantic	653	745	-	143	1,541
Quebec	2	7,561	-	2,623	10,186
Ontario	663	26,574	64	11,177	38,478
Prairies	-	78,374	845	1,023	80,242
Pacific	-	20,617	175	529	21,321
Total:	1,318	133,871	1,084	15,495	151,768
Food, Feed, Beverages, and Tobacco					
Atlantic	502,243	286,234	6,854	3,902	799,233
Quebec	1,332,483	241,518	25,599	17,602	1,617,202
Ontario	134,123	453,390	90,277	6,019	683,809
Prairies	67,498	58,674	8,143	2,694	137,009
Pacific	1,158,892	83,475	25,006	4,679	1,272,052
Total:	3,195,239	1,123,291	155,879	34,896	4,509,305
Crude Materials (Inedible)					
Atlantic	624,359	24,039	1,205	375	649,978
Quebec	1,608,280	71,153	59,323	49,258	1,788,014
Ontario	227,481	279,326	158,797	61,435	727,039
Prairies	279	60,376	41,013	6,848	108,516
Pacific	1,579,107	61,540	114,241	2,973	1,757,861
Total:	4,039,506	496,434	374,579	120,889	5,031,408
Fabricated Materials (Inedible)					
Atlantic	1,125,820	75,305	57,374	763	1,259,262
Quebec	1,202,108	655,610	1,039,509	130,875	3,028,102
Ontario	280,233	2,171,293	3,033,432	143,625	5,628,583
Prairies	258	100,904	996,096	1,426	1,098,684
Pacific	762,402	207,427	811,630	2,269	1,783,728
Total:	3,370,821	3,210,539	5,938,041	278,958	12,798,359
End Products					
Atlantic	675,232	47,480	34,953	49,917	807,582
Quebec	489,799	865,282	10,712	413,845	1,779,638
Ontario	86,907	8,157,960	3,813,696	446,405	12,504,968
Prairies	13	204,521	34,395	36,932	275,861
Pacific	1,684,591	198,232	30,800	47,252	1,960,875
Total:	2,936,542	9,473,475	3,924,556	994,351	17,328,924
Special Transactions					
Atlantic	2,510	427	-	649	3,586
Quebec	1,931	1,854	393	2,035	6,213
Ontario	631	12,280	301	7,940	21,152
Prairies	-	4,087	126	2,575	6,788
Pacific	2,616	1,592	48	2,111	6,367
Total:	7,688	20,240	868	15,310	44,106
Grand Total:	13,551,114	14,457,850	10,395,007	1,459,899	39,863,870

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 38
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1978
(in thousands of dollars

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals					
Atlantic	410	1,044	6	90	1,550
Quebec	1,264	10,534	42	4,136	15,976
Ontario	675	57,850	17	14,382	72,924
Prairies	-	78,648	1,100	3,411	83,159
Pacific	152	39,338	418	338	40,246
Total:	2,501	187,414	1,583	22,357	213,855
Food, Feed, Beverages, and Tobacco					
Atlantic	643,612	374,388	5,146	6,991	1,030,137
Quebec	1,382,919	313,530	27,636	21,248	1,745,333
Ontario	133,420	503,610	82,751	11,186	730,967
Prairies	62,100	64,505	8,240	5,976	140,821
Pacific	1,323,879	132,072	17,403	6,808	1,480,162
Total:	3,545,930	1,388,105	141,176	52,209	5,127,420
Crude Materials (Inedible)					
Atlantic	504,913	29,203	1,031	44	535,191
Quebec	1,274,690	78,587	66,031	58,329	1,477,637
Ontario	242,027	294,657	316,774	77,690	931,148
Prairies	403	63,097	29,188	6,335	99,023
Pacific	1,761,395	99,805	106,814	3,170	1,971,184
Total:	3,783,428	565,349	519,838	145,568	5,014,183
Fabricated Materials (Inedible)					
Atlantic	1,269,920	92,643	51,250	622	1,414,435
Quebec	1,715,733	911,986	1,260,211	149,471	4,037,401
Ontario	350,794	3,039,836	3,715,855	143,625	7,250,110
Prairies	31,379	145,750	1,065,632	2,514	1,217,275
Pacific	2,768,431	359,995	1,046,195	4,710	4,179,331
Total:	6,108,257	4,550,210	7,139,143	300,942	18,098,552
End Products					
Atlantic	884,596	57,644	5,812	95,240	1,043,292
Quebec	542,437	1,284,401	136,134	535,775	2,498,747
Ontario	145,442	10,171,991	3,986,391	654,652	14,958,476
Prairies	40	271,881	8,794	38,606	319,321
Pacific	77,670	313,533	108,313	59,709	559,225
Total:	1,650,185	12,099,450	4,245,444	1,383,982	19,379,061
Special Transactions					
Atlantic	2,138	1,127	-	456	3,721
Quebec	300	4,087	804	3,385	8,576
Ontario	206	10,921	794	6,753	18,674
Prairies	-	5,799	408	3,040	9,247
Pacific	5,971	3,123	36	5,008	14,138
Total:	8,615	25,057	2,042	18,642	54,356
Grand Total:	15,098,916	18,815,585	12,049,226	1,923,700	47,887,427

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 39
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1979
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	299	1,454	-	64	1,817
Quebec	25	16,868	131	4,126	21,150
Ontario	353	103,024	748	16,685	120,810
Prairies	-	64,229	1,908	1,447	67,584
Pacific	733	32,175	989	369	34,266
Total:	1,410	217,750	3,776	22,691	245,627
Food, Feed, Beverages, and Tobacco					
Atlantic	692,282	439,518	7,576	14,750	1,154,126
Quebec	1,601,352	379,273	29,934	23,766	2,034,325
Ontario	124,851	651,272	109,277	20,385	905,785
Prairies	74,814	73,449	10,327	6,723	165,313
Pacific	1,704,376	121,745	15,575	6,317	1,848,013
Total:	4,197,675	1,665,257	172,689	71,941	6,107,562
Crude Materials (Inedible)					
Atlantic	713,209	34,267	1,828	302	749,606
Quebec	2,068,380	92,932	49,705	138,014	2,349,031
Ontario	293,166	520,658	248,155	106,059	1,168,038
Prairies	1,963	123,387	50,676	23,256	199,282
Pacific	2,306,858	139,836	198,332	4,539	2,649,565
Total:	5,383,576	911,080	548,696	272,170	7,115,522
Fabricated Materials (Inedible)					
Atlantic	2,316,344	106,767	53,285	878	2,477,274
Quebec	1,896,973	1,224,742	1,456,311	263,459	4,841,485
Ontario	594,621	3,695,752	4,552,846	348,663	9,191,882
Prairies	7	203,485	1,246,926	3,738	1,454,156
Pacific	3,806,087	478,647	1,021,398	5,677	5,311,809
Total:	8,614,032	5,709,393	8,330,766	622,415	23,276,606
End Products					
Atlantic	980,122	70,135	25,598	111,537	1,187,392
Quebec	750,269	1,499,004	169,937	1,014,314	3,433,524
Ontario	132,423	10,851,162	4,016,562	892,123	15,892,270
Prairies	20	370,316	23,404	79,996	473,736
Pacific	127,392	392,178	152,730	62,125	734,425
Total:	1,990,226	13,182,795	4,388,231	2,160,095	21,721,347
Special Transactions					
Atlantic	2,950	599	-	4,315	7,864
Quebec	2,642	1,818	111	4,390	8,961
Ontario	97	8,856	172	8,879	18,004
Prairies	-	17,008	112	6,023	23,143
Pacific	4,191	2,970	175	11,758	19,094
Total:	9,880	31,251	570	35,365	77,066
Grand Total:	20,196,799	21,717,526	13,444,728	3,184,677	58,543,730

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 40
Canada's Exports by Category
of Commodity, by Region, and by Mode of
Transportation -- 1980
(in thousands of dollars)

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals					
Atlantic	242	1,947	6	172	2,367
Quebec	-	13,310	240	2,996	16,546
Ontario	-	88,177	1,032	18,116	107,325
Prairies	-	77,136	1,118	1,520	79,774
Pacific	-	46,467	935	689	48,091
Total:	242	227,037	3,331	23,493	254,103
Food, Feed, Beverages, and Tobacco					
Atlantic	896,532	482,564	7,576	14,750	1,401,422
Quebec	2,761,643	447,241	29,934	23,766	3,262,584
Ontario	118,499	689,198	109,277	20,385	937,359
Prairies	60,106	84,369	10,327	6,723	161,525
Pacific	1,809,500	119,022	15,575	6,317	1,950,414
Total:	5,646,280	1,822,394	172,689	71,941	7,713,304
Crude Materials (Inedible)					
Atlantic	752,081	32,423	1,918	1,702	788,124
Quebec	2,151,753	112,934	52,499	134,272	2,451,458
Ontario	251,699	546,061	175,194	252,615	1,225,569
Prairies	-	116,964	58,230	6,847	182,041
Pacific	2,807,847	129,157	179,278	3,919	3,120,201
Total:	5,963,380	937,539	467,119	399,355	7,767,393
Fabricated Materials (Inedible)					
Atlantic	3,021,521	126,036	88,155	2,614	3,238,326
Quebec	2,717,223	1,568,757	1,886,304	186,518	6,358,802
Ontario	849,287	4,003,940	4,824,702	1,151,523	10,829,452
Prairies	-	256,487	618,462	2,488	877,437
Pacific	4,792,333	457,597	1,169,104	5,352	6,424,386
Total:	11,380,364	6,412,817	8,586,727	1,348,495	27,728,403
End Products					
Atlantic	1,169,040	80,264	3,133	95,799	1,348,236
Quebec	1,028,452	2,021,269	193,128	1,256,254	4,499,103
Ontario	175,410	10,194,343	3,802,092	1,511,620	15,683,465
Prairies	-	480,532	15,039	99,466	595,037
Pacific	102,801	421,642	139,983	57,615	722,041
Total:	2,475,703	13,198,050	4,153,375	3,020,754	22,847,882
Special Transactions					
Atlantic	1,160	825	93	4,719	6,797
Quebec	966	7,635	373	8,023	16,997
Ontario	784	20,889	214	9,658	31,545
Prairies	-	80,187	244	7,008	87,439
Pacific	2,642	7,127	56	1,637	11,462
Total:	5,552	116,663	980	31,045	154,240
Grand Total:	25,471,521	22,714,500	13,384,221	4,895,083	66,465,325

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 9.

Exhibit 41
Canada's Exports 1971-1980
(in millions of tons)

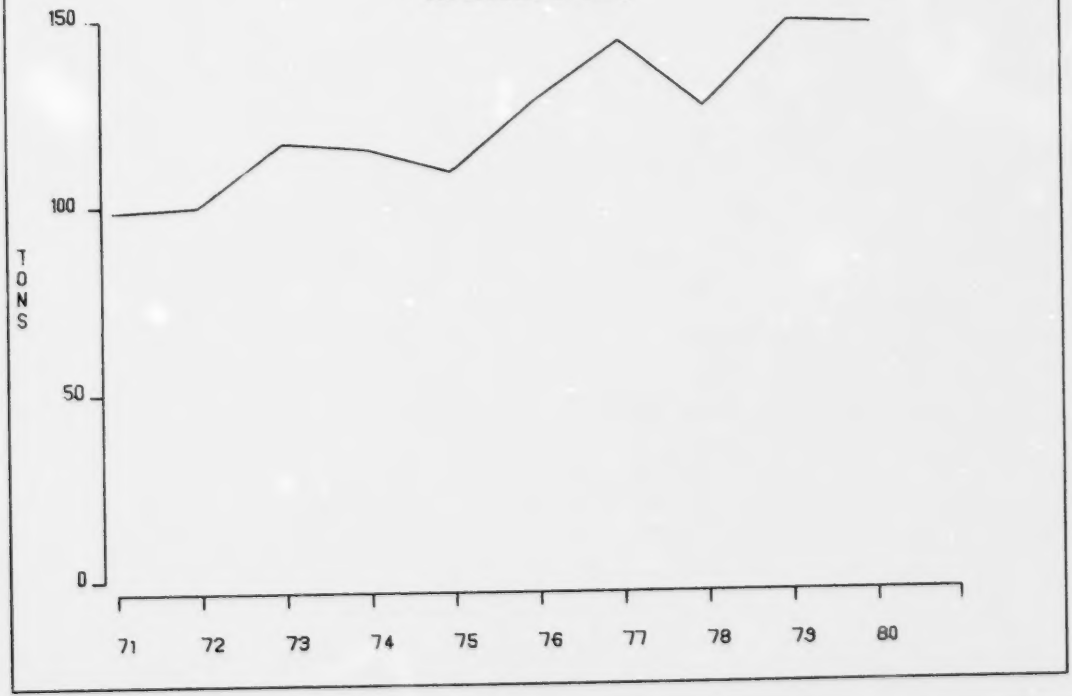

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Exhibit 42
Canada's Waterborne Exports
and Their Destinations
in 1981

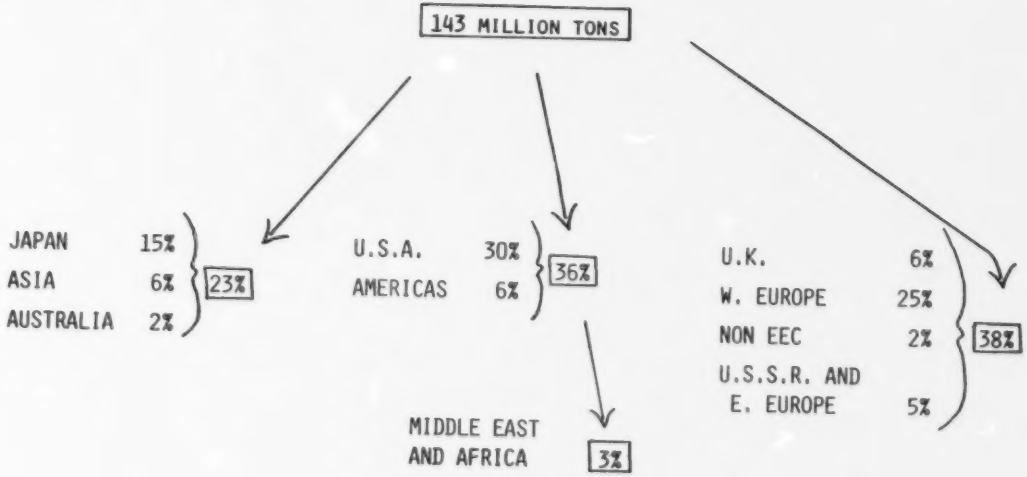

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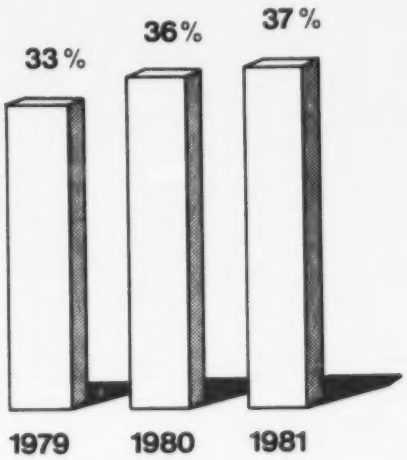
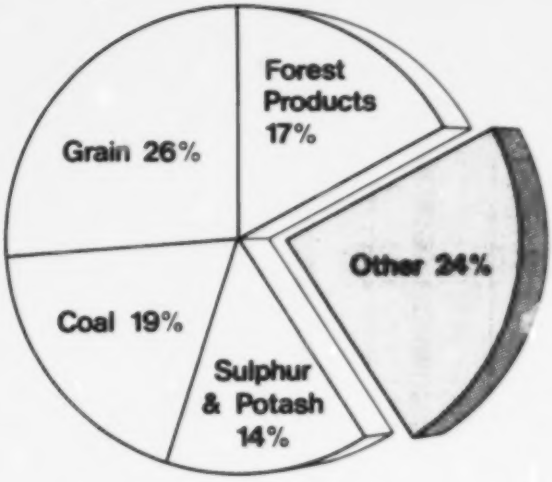
Exhibit 43
The Percent of Canadian Rail Car
Loadings Represented by Bulk Commodities
Moving West 1979-1981



Produced by
Tom Lauga, Swan Wooster Engineering

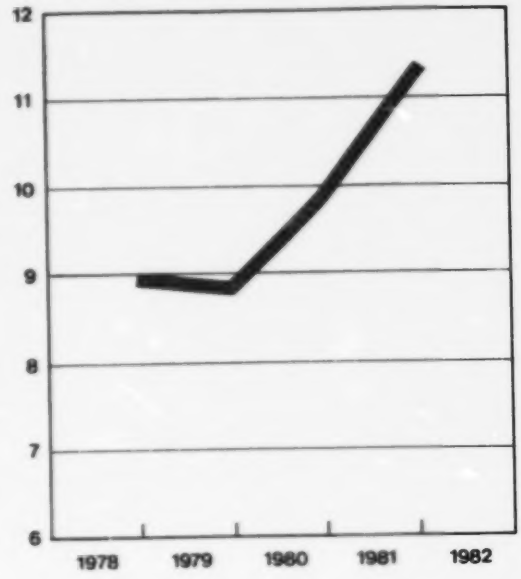
Exhibit 44
Estimated Percentage of
Railway Tonnages Loaded by
Type of Traffic in Western Canada
in 1981



Bulk Share is 76%

Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 45
Grain Exports Moved through
Western Canadian Ports 1978-1981
(in millions of tons)

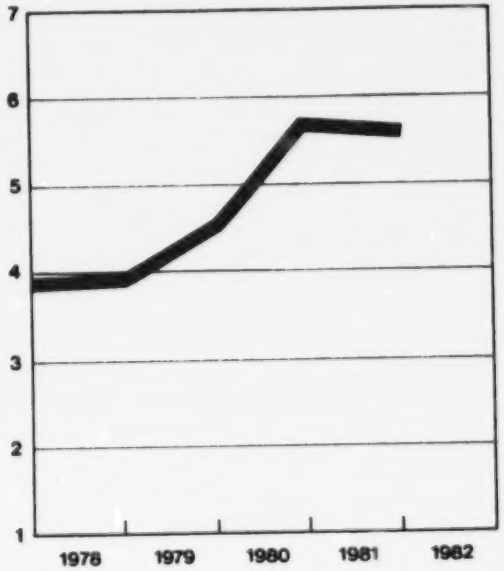


Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 46
Coal Exports Moved through
Western Canadian Ports 1978-1981
(in millions of tons)

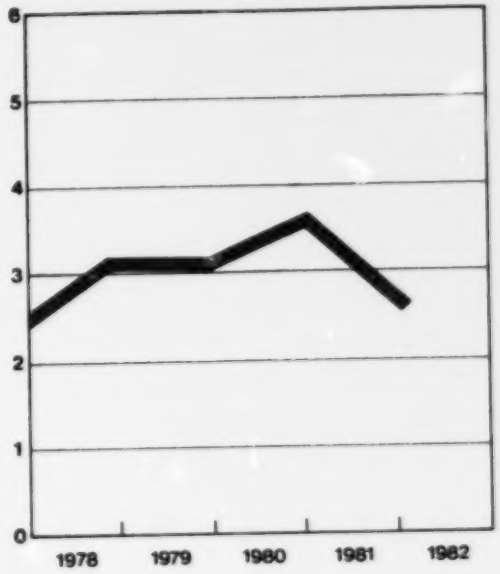
Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 47
Sulphur Exports Moved through
Western Canadian Ports 1978-1981
(in millions of tons)



Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 48
Potash Exports Moved through
Western Canadian Ports 1978-1981
(in millions of tons)



Produced by
Tom Lauga, Swan Wooster Engineering

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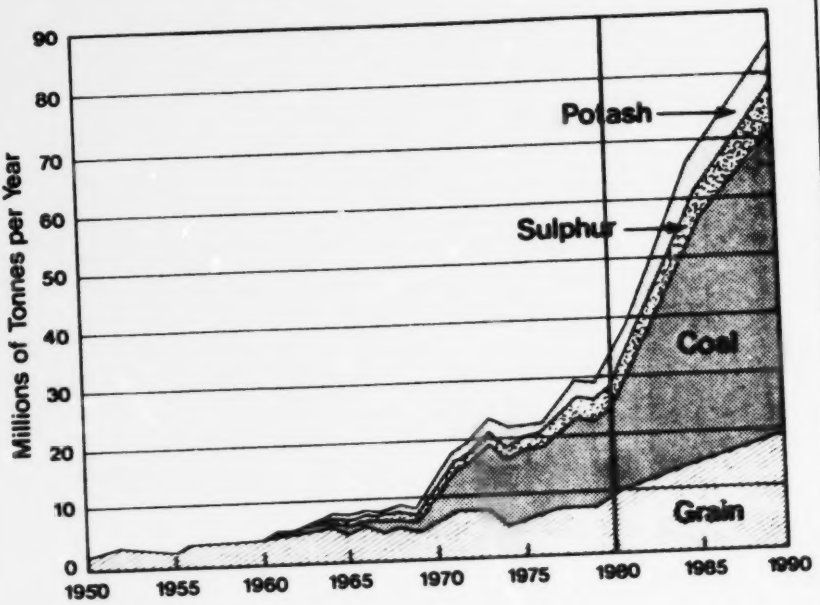
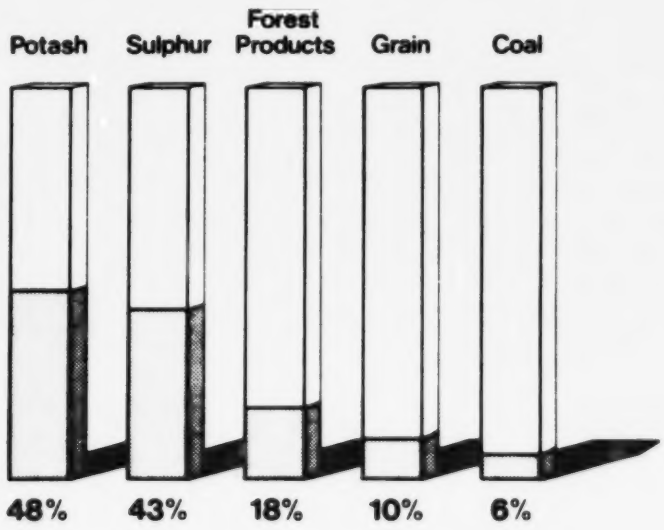
Exhibit 49
Major Bulk Commodities Exported
through Western Canadian Ports 1950-1980
and Forecast to be Exported 1980-1990
(in millions of tonnes)



Produced by
Tom Lauga, Swan Wooster Engineering

Exhibit 50
Canada's Exports of Selected
Bulk Commodities as a Percent of Total
World Exports in 1980
(estimated)



Produced by
Tom Lauga, Swan Wooster Engineering

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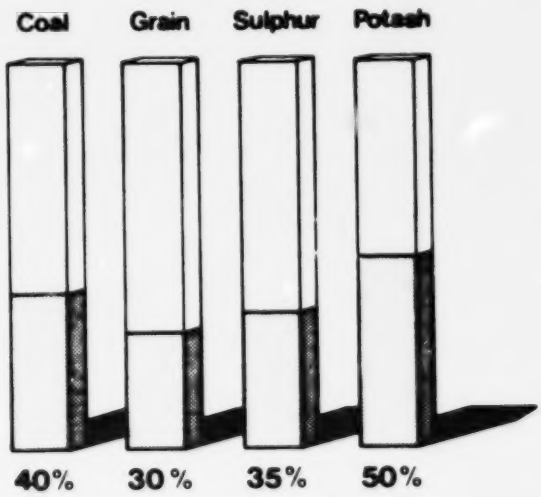
Exhibit 51
Transportation Costs as a Percent
of Delivered Cost for
Selected Bulk Commodities
in 1980



Produced by
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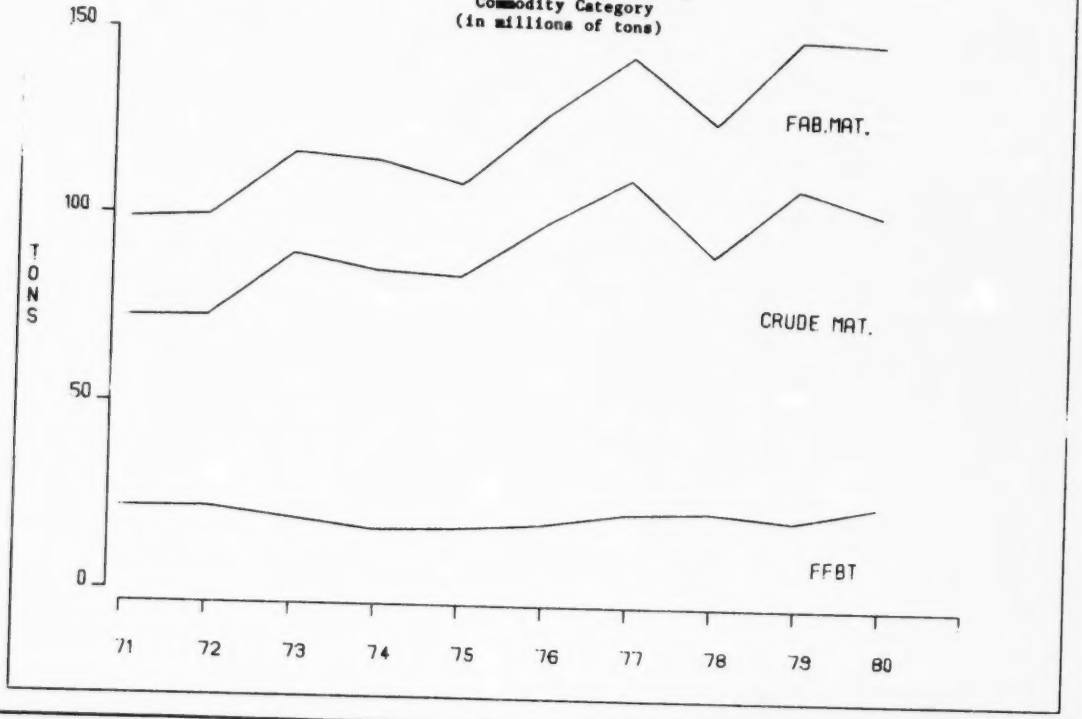
Exhibit 52
Canada's Leading Exports in Tonnage Terms 1971-1980 by Commodity Category
(in millions of tons)



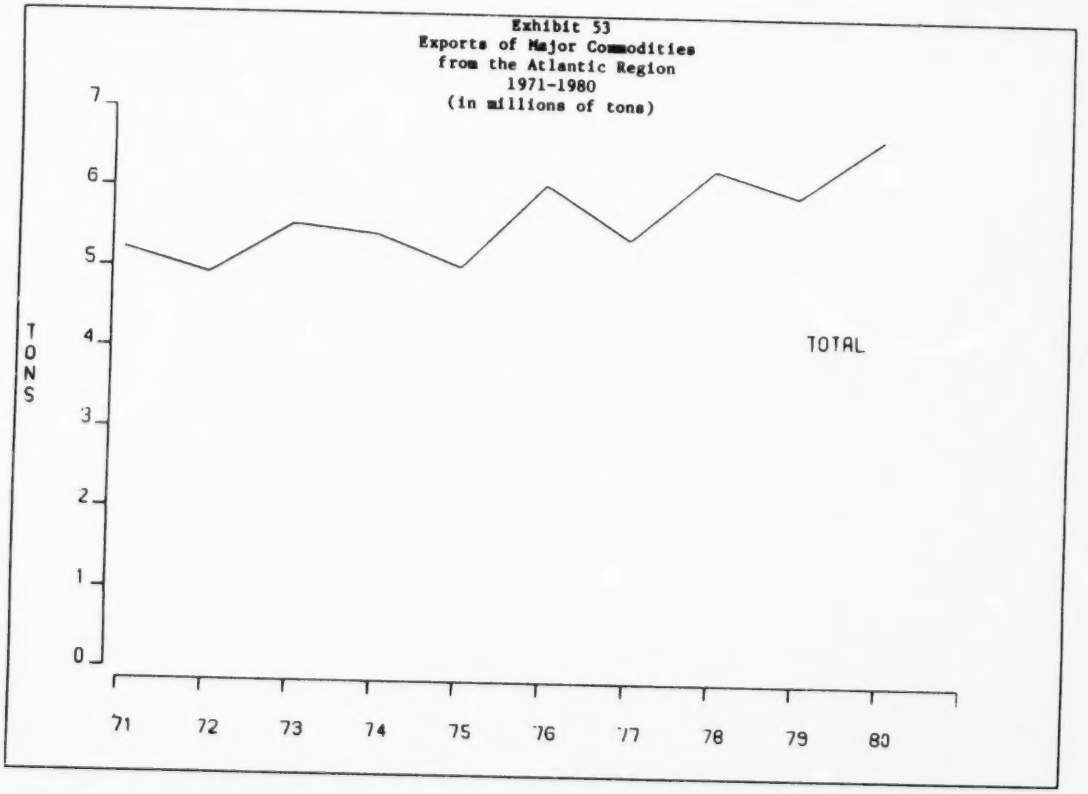


Exhibit 53
Exports of Major Commodities
from the Atlantic Region
1971-1980
(in millions of tons)
TONS
7
6
5
4
3
2
1
0
TOTAL
71
72
73
74
75
76
77
78
79
80

Exhibit 54
Exports of Major Commodities
from the Atlantic Region 1971-1980
by Commodity Category
(in millions of tons)
FAB.MAT.
CRUDE MAT.
FFBT
TONS
0
1
2
3
4
5
6
7
71
72
73
74
75
76
77
78
79
80

Exhibit 55
Exports of Major Commodities
from the Quebec Region 1971-1980
by Commodity Category
(in millions of tons)

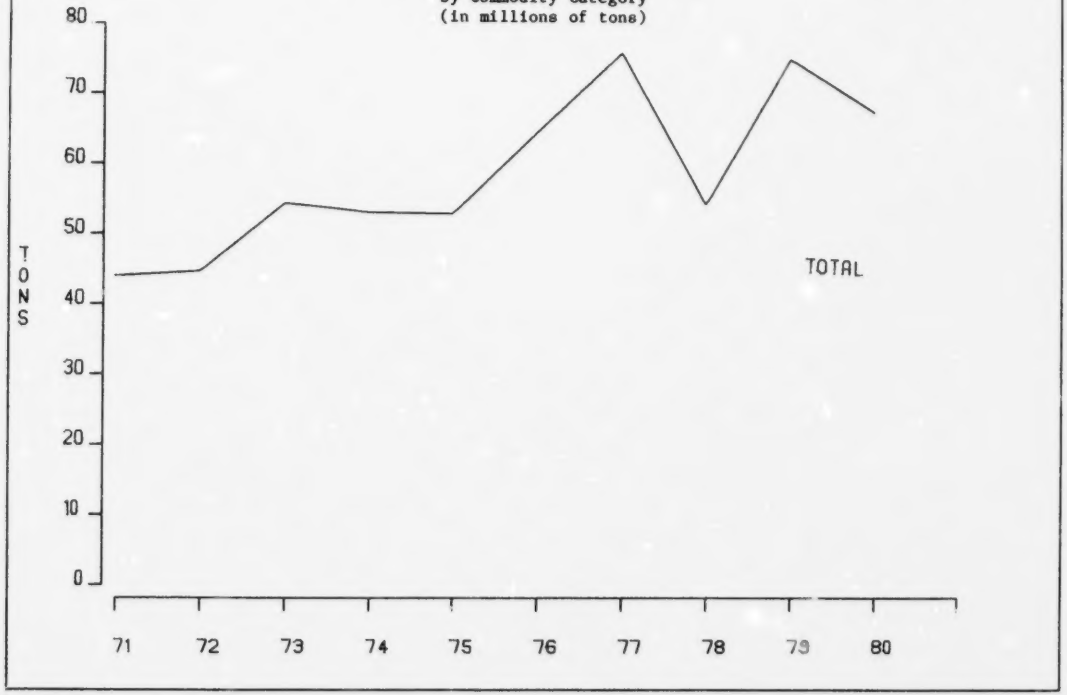


Exhibit 56
Exports of Major Commodities
from the Quebec Region 1971-1980
by Commodity Category
(in millions of tons)

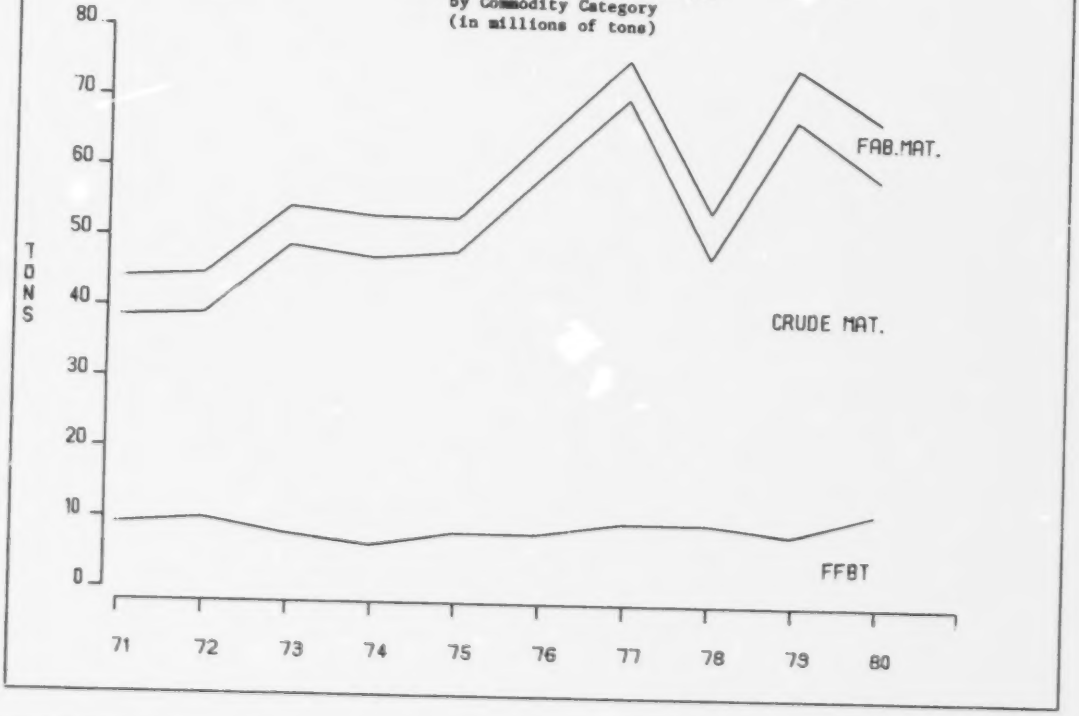


Exhibit 57
Exports of Major Commodities
from the Ontario Region 1971-1980
by Commodity Category
(in millions of tons)

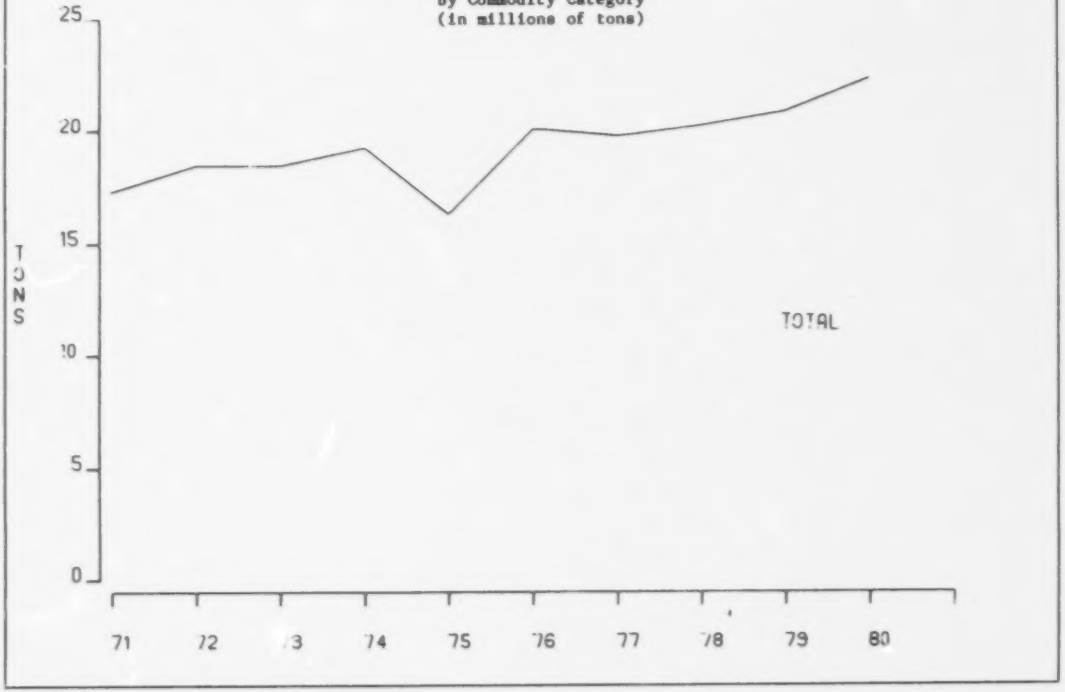


Exhibit 58
Exports of Major Commodities
from the Ontario Region 1971-1980
by Commodity Category
(in millions of tons)

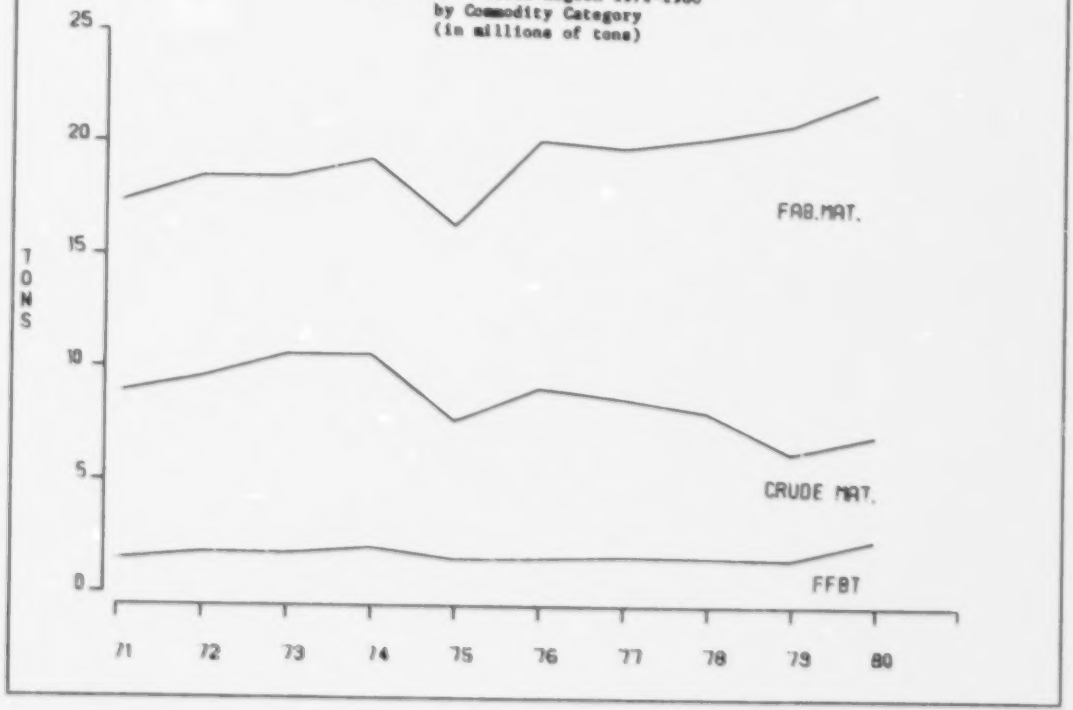


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Exhibit 59
Exports of Major Commodities
from the Prairie Region 1971-1980
by Commodity Category
(in millions of tons)

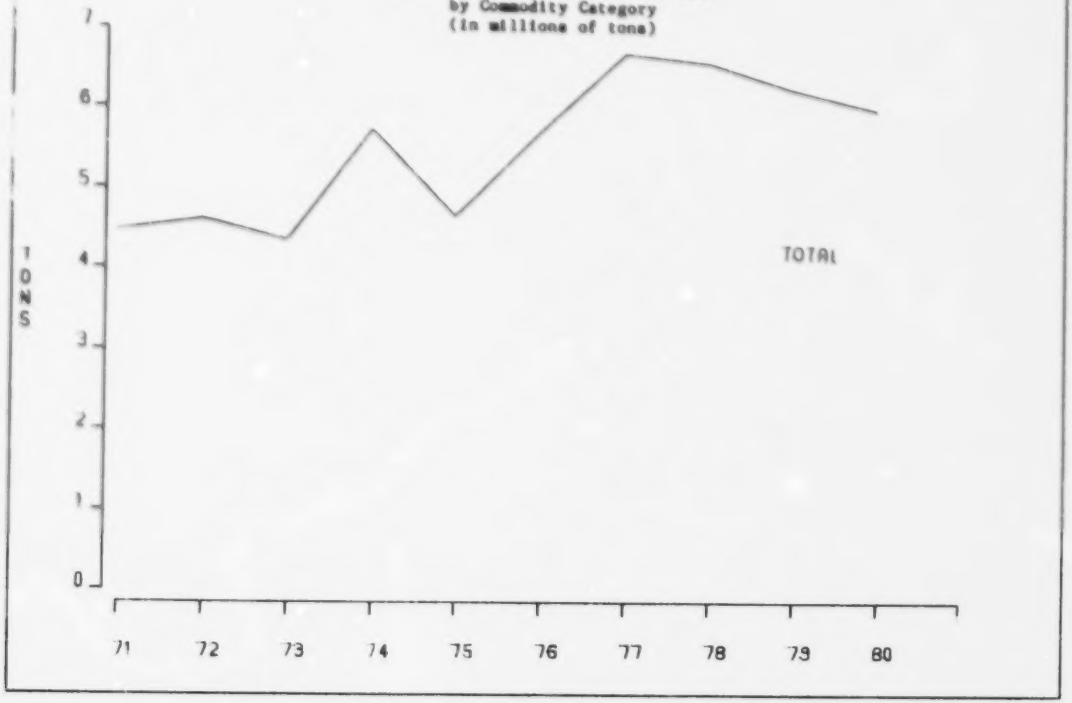

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Exhibit 60
Exports of Major Commodities
from the Prairie Region 1971-1980
by Commodity Category
(in millions of tons)

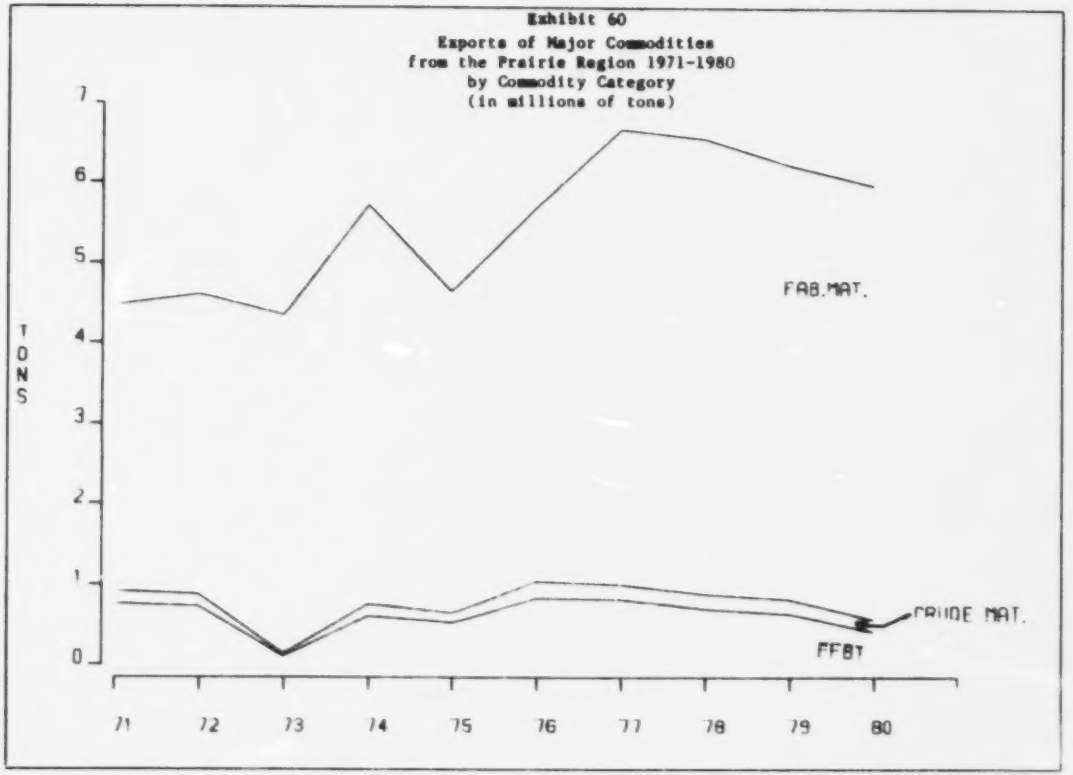

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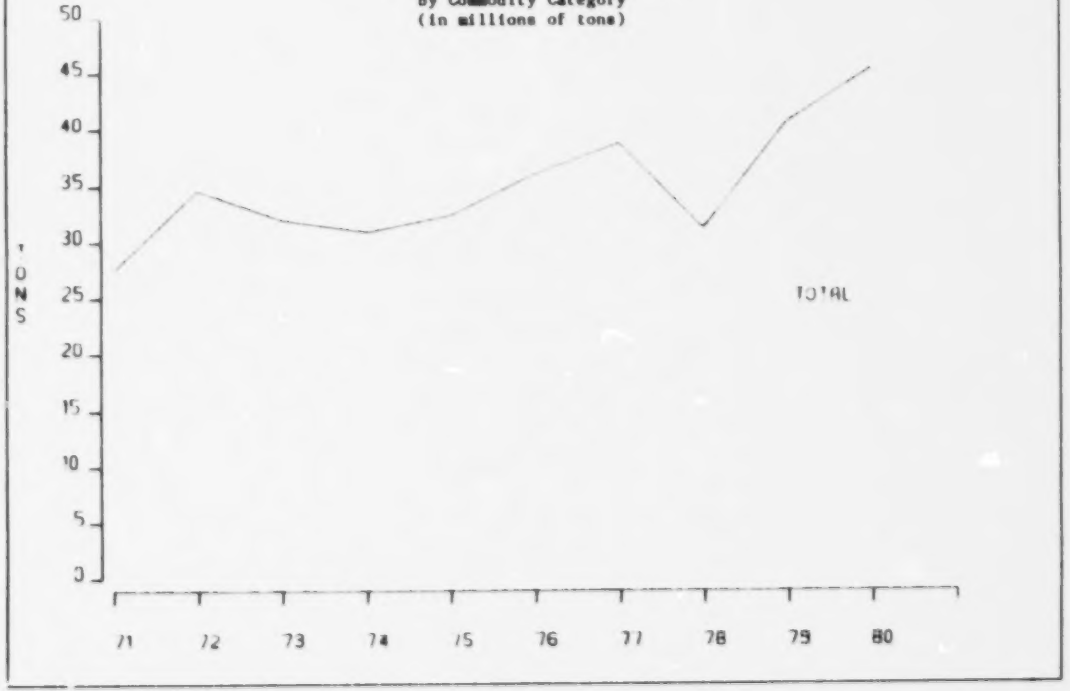
Exhibit 61

Exports of Major Commodities from the Pacific Region 1971-1980 by Commodity Category (in millions of tons)



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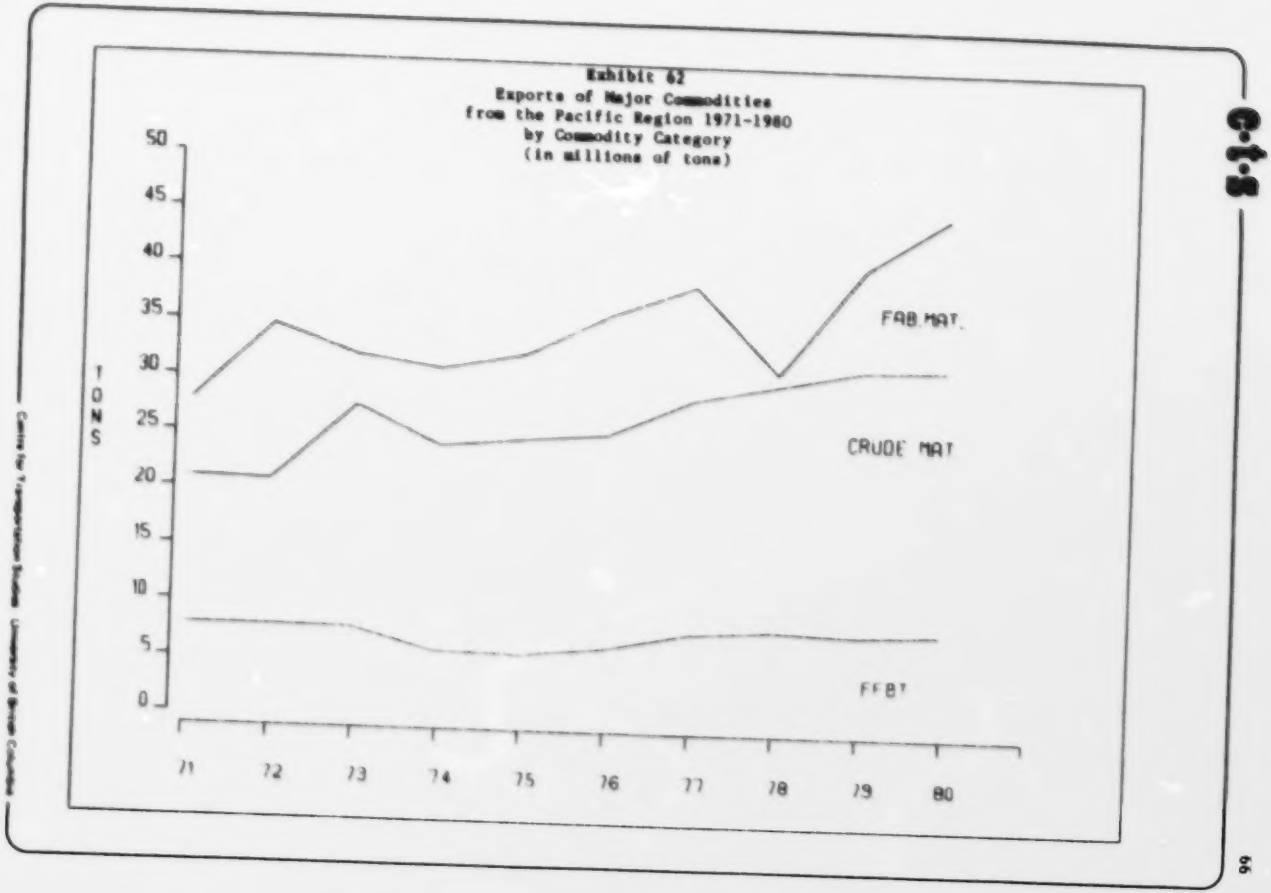
Exhibit 62
Exports of Major Commodities
from the Pacific Region 1971-1980
by Commodity Category
(in millions of tons)
TONS
50
45
40
35
30
25
20
15
10
5
0
FAB MAT.
CRUDE MAT
FF&T
71
72
73
74
75
76
77
78
79
80

Exhibit 63
Tonnage of Canadian Exports of
Fabricated Materials (inedible)
1971-1980, by mode
(in millions of tons)

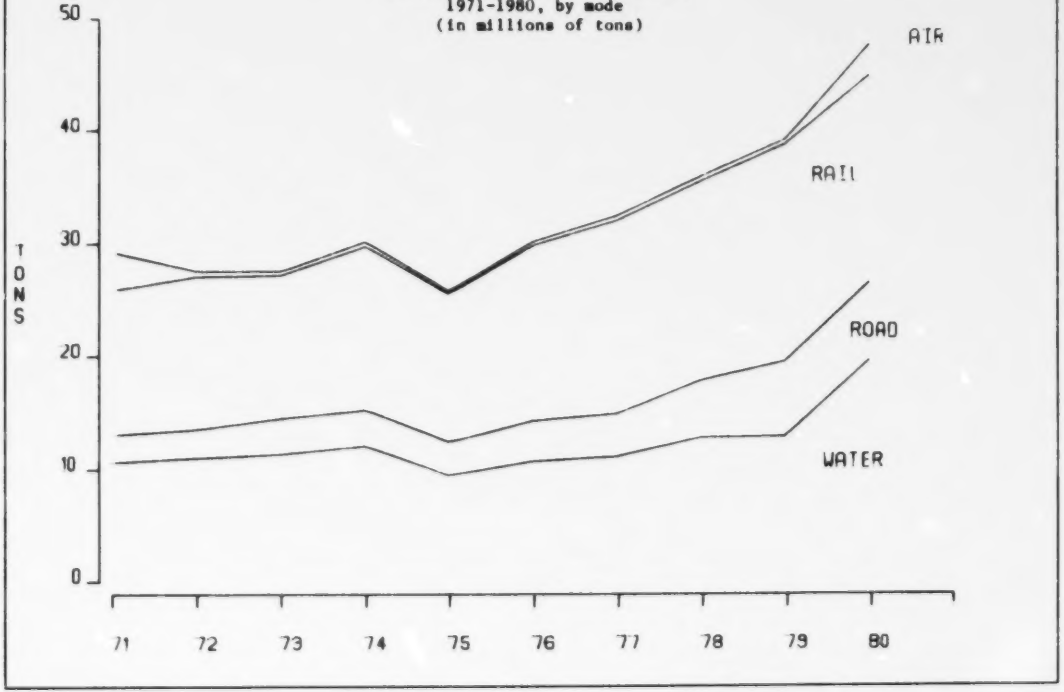

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Exhibit 64

Tonnages of Canadian Exports of Food, Feed, Beverages, and Tobacco 1971-1980, by mode (in millions of tons)

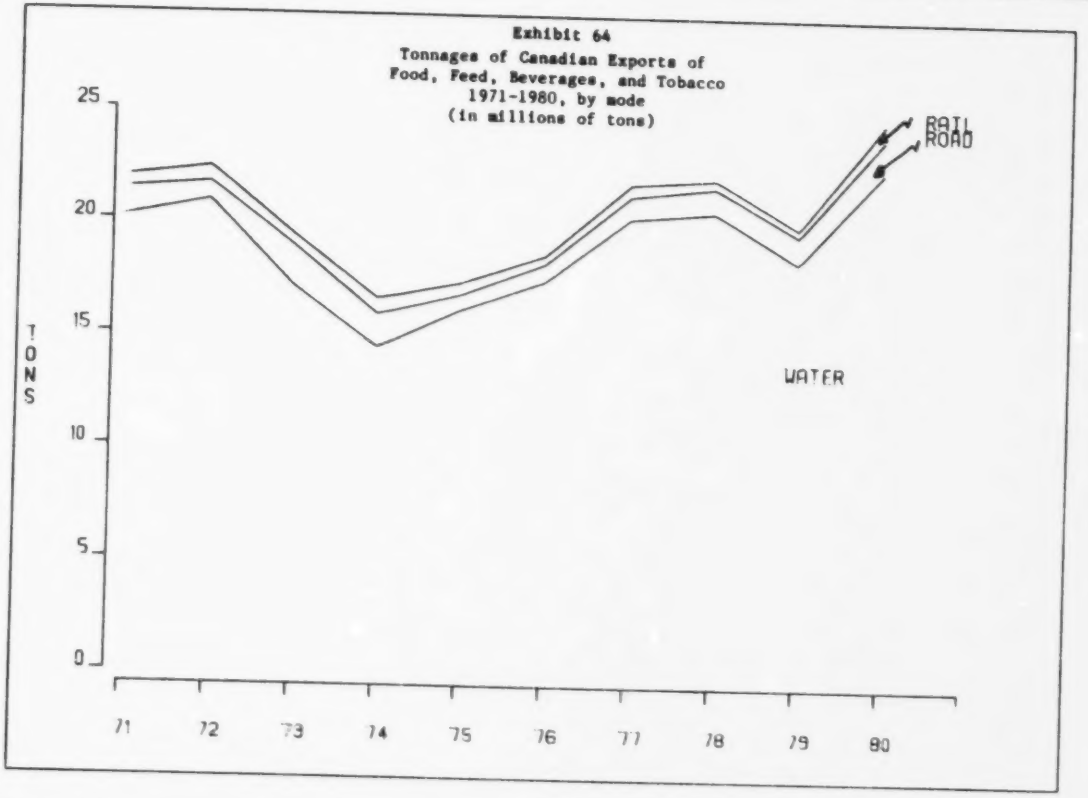

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Exhibit 65
Tonnages of Canadian Exports of
Crude Materials (inedible)
1971-1980, by mode
(in millions of tons)

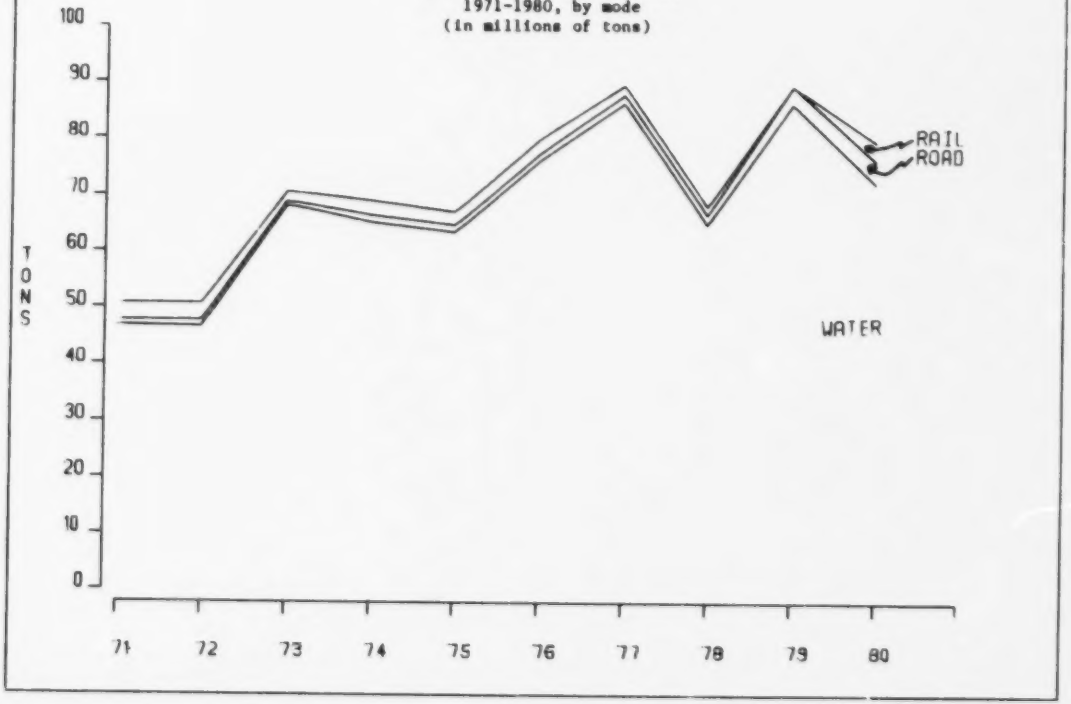

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Exhibit 66
Quantity of Exports by Commodity Grouping,
Mode of Transport, and Region of Canada
(in tons)

1971

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	2,296,467	174,998	64,593	368	2,536,426
Quebec	8,898,549	265,480	74,761	1,218	9,240,008
Ontario	968,443	318,783	224,615	997	1,512,838
Prairies	668,818	49,492	48,314	36	776,660
Pacific	7,408,823	435,928	59,326	582	7,904,659
Total:	20,241,100	1,244,681	471,609	3,201	21,960,591
Crude Materials (Inedible)					
Atlantic	548,974	30,322	18,720	3	598,019
Quebec	28,947,389	197,735	315,454	231	29,460,809
Ontario	4,859,247	353,707	2,213,308	481	7,426,743
Prairies	-	61,606	99,987	19	161,612
Pacific	12,642,480	82,358	372,778	14	13,097,630
Total:	46,998,090	725,728	3,020,247	748	50,744,813
Fabricated Materials (Inedible)					
Atlantic	1,816,082	25,361	244,623	57	2,086,123
Quebec	2,660,346	482,730	2,324,596	2,045	5,469,717
Ontario	988,152	1,389,082	5,986,375	1,102	8,364,711
Prairies	8,845	512,182	3,032,741	61	3,553,829
Pacific	5,185,340	92,210	1,247,638	18	6,525,206
Total:	10,658,765	2,501,565	12,835,973	3,283	25,999,586
End Products	-	-	-	-	-
Grand Total:	77,897,955	4,471,974	16,327,829	7,232	98,704,990

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 10.

Notes: See notes for "Quantity of Imports by Commodity Grouping for Canada in Tons".

Exhibit 67

Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada (in tons)

1972

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,833,679	98,472	5,612	486	1,938,249
Quebec	9,548,380	269,984	194,801	4,539	10,017,704
Ontario	1,221,670	332,256	287,862	1,612	1,843,400
Prairies	649,928	54,390	22,305	184	726,807
Pacific	7,657,534	133,425	118,987	5,825	7,915,771
Total:	20,911,191	888,527	629,567	12,646	22,441,931
Crude Materials (Inedible)					
Atlantic	606,667	42,150	12,958	10	661,785
Quebec	28,200,135	468,150	541,776	28	29,210,089
Ontario	5,475,492	332,538	1,962,015	696	7,770,741
Prairies	-	57,858	90,556	2	148,416
Pacific	12,470,060	88,834	316,343	10,697	12,885,934
Total:	46,752,354	989,530	2,923,648	11,433	50,676,965
Fabricated Materials (Inedible)					
Atlantic	2,088,161	32,211	208,943	48	2,329,363
Quebec	2,664,161	528,423	2,420,455	1,862	5,614,901
Ontario	888,056	1,570,533	6,472,687	2,945	8,934,221
Prairies	-	423,322	3,314,496	16	3,737,834
Pacific	5,393,214	88,608	1,245,631	14	6,727,467
Total:	11,033,592	2,643,097	13,662,212	4,885	27,343,786
End Products	-	-	-	-	-
Grand Total:	78,697,137	4,521,154	17,215,427	28,964	100,462,682

Source: Statistics Canada, Exports Merchandise Trade (65-202 Annual). Table 10.

Notes: See notes for "Quantity of Imports by Commodity Grouping for Canada in Tons".

Exhibit 68

Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada
(in tons)
1973

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,799,710	185,711	5,886	525	1,991,832
Quebec	7,311,203	409,847	143,477	9,369	7,873,896
Ontario	639,122	774,353	314,301	41,511	1,769,287
Prairies	7,433	76,297	20,086	563	104,379
Pacific	7,435,997	316,266	40,185	602	7,793,050
Total:	17,193,465	1,762,474	523,935	52,570	19,532,444
Crude Materials (Inedible)					
Atlantic	814,693	25,737	32,750	-	873,180
Quebec	40,415,878	253,438	308,369	62,738	41,040,423
Ontario	7,297,615	406,962	1,140,290	4	8,844,871
Prairies	-	8,465	24,268	-	32,733
Pacific	19,696,260	9,897	101,986	-	19,808,143
Total:	68,224,446	707,499	1,607,663	62,742	70,599,350
Fabricated Materials (Inedible)					
Atlantic	2,319,220	50,136	306,997	198	2,676,551
Quebec	2,521,818	583,663	2,441,703	2,345	5,549,529
Ontario	702,187	1,820,983	5,380,322	7,495	7,910,987
Prairies	1,168	562,014	3,649,772	121	4,213,075
Pacific	5,893,151	113,291	1,089,595	149	7,096,186
Total:	11,437,544	3,130,087	12,868,389	10,308	27,446,328
Grand Total:	96,855,455	5,597,060	14,999,987	125,620	117,578,122

Exhibit 69

Quantity of Exports by Commodity Grouping,
Mode of Transport, and Region of Canada
(in tons)
1974

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,381,083	413,702	97,448	547	1,892,780
Quebec	5,862,701	325,175	151,941	6,449	6,346,266
Ontario	1,143,704	541,303	339,200	7,629	2,031,836
Prairies	493,933	56,693	58,073	1,366	610,065
Pacific	5,593,275	137,041	55,933	570	5,786,819
Total:	14,474,696	1,473,914	702,595	16,561	16,667,766
Crude Materials (Inedible)					
Atlantic	827,702	66,110	5,898	459	900,169
Quebec	39,976,436	406,694	444,887	1,129	40,829,146
Ontario	6,385,254	525,922	1,178,020	1,156	8,630,712
Prairies	-	77,056	75,041	77	152,174
Pacific	17,967,774	121,270	226,070	72	18,315,186
Total:	65,157,166	1,197,052	2,469,916	3,253	68,827,387
Fabricated Materials (Inedible)					
Atlantic	2,395,589	27,443	215,721	392	2,639,145
Quebec	2,465,951	562,333	2,833,154	2,475	5,863,913
Ontario	646,849	1,741,802	6,250,345	4,917	8,643,913
Prairies	95	689,247	4,287,348	476	4,977,166
Pacific	6,641,622	156,638	1,101,272	387	7,899,919
Total:	12,150,106	3,177,463	14,687,840	8,647	30,024,056
Grand Total:	91,781,968	5,848,429	17,860,351	28,461	115,519,209

Exhibit 70

Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada
(in tons)
1975

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,400,864	90,758	7,971	464	1,500,057
Quebec	7,789,309	208,837	121,556	5,739	8,125,441
Ontario	960,367	326,231	229,012	4,485	1,520,095
Prairies	473,131	30,272	22,838	1,479	527,720
Pacific	5,524,521	94,638	43,348	268	5,662,775
Total:	16,148,192	750,736	424,724	12,435	17,336,088
Crude Materials (Inedible)					
Atlantic	999,512	331,219	33,779	2	1,364,512
Quebec	39,538,125	240,032	375,647	443	40,154,247
Ontario	4,343,263	395,516	1,403,954	139	6,142,822
Prairies	24	57,073	57,774	0	114,871
Pacific	18,555,968	143,514	451,856	9,253	19,160,591
Total:	63,436,892	1,167,354	2,323,010	9,837	66,937,093
Fabricated Materials (Inedible)					
Atlantic	1,918,954	32,171	218,203	201	2,169,529
Quebec	2,115,315	544,241	2,027,900	2,195	4,689,651
Ontario	431,627	1,697,928	6,506,858	3,824	8,640,237
Prairies	2,299	530,488	3,468,758	2,763	4,004,308
Pacific	5,023,712	125,559	968,202	2,494	6,119,967
Total:	9,491,907	2,930,387	13,189,921	11,477	25,623,692
Grand Total:	89,076,991	4,848,477	15,937,656	33,749	109,896,873

Exhibit 71

Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada
(in tons)
1976

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,488,582	120,174	8,041	898	1,617,695
Quebec	7,894,400	226,823	141,537	5,217	8,267,977
Ontario	1,023,393	287,436	219,832	2,621	1,533,282
Prairies	708,928	112,873	5,847	1,705	829,353
Pacific	6,290,645	104,089	12,736	358	6,407,828
Total:	17,405,948	851,395	387,993	10,799	18,656,135
Crude Materials (Inedible)					
Atlantic	1,545,101	356,413	191,213	18	2,092,745
Quebec	50,549,844	254,300	372,479	162	51,176,785
Ontario	5,620,741	440,994	1,517,810	129	7,579,674
Prairies	-	63,792	153,188	0	216,980
Pacific	18,675,603	128,685	279,681	135	19,084,104
Total:	76,391,289	1,244,184	2,514,371	444	80,150,288
Fabricated Materials (Inedible)					
Atlantic	2,148,687	44,301	180,463	56	2,373,507
Quebec	2,229,920	599,340	2,266,626	1,723	5,097,609
Ontario	820,501	2,139,985	8,077,684	1,699	11,039,869
Prairies	2,093	648,406	3,996,420	28	4,646,947
Pacific	5,572,838	111,115	1,299,984	351	6,984,288
Total:	10,774,039	3,543,147	15,821,177	3,857	30,142,220
Grand Total:	104,571,276	5,638,726	18,723,541	15,100	128,948,643

Exhibit 72
Quantity of Exports by Commodity Grouping,
Mode of Transport, and Region of Canada
(in tons)
1977

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,469,125	159,635	4,771	728	1,634,259
Quebec	9,369,582	275,250	162,430	7,113	9,814,375
Ontario	1,060,886	369,524	226,974	3,120	1,660,504
Prairies	659,944	128,397	24,161	1,680	814,182
Pacific	7,742,175	109,390	43,390	5,729	7,900,393
Total:	20,301,712	1,042,196	461,435	18,370	21,823,713
Crude Materials (Inedible)					
Atlantic	1,168,916	136,518	56,910	24	1,362,368
Quebec	59,852,872	335,618	360,849	197	60,549,536
Ontario	5,342,060	725,842	908,857	622	1,977,381
Prairies	312	142,163	47,837	0	190,312
Pacific	20,307,676	157,416	387,446	29	20,852,567
Total:	86,671,836	1,497,557	1,761,899	872	89,932,164
Fabricated Materials (Inedible)					
Atlantic	2,227,843	102,860	80,015	319	2,411,037
Quebec	2,557,482	702,753	2,333,531	1,062	5,594,828
Ontario	514,232	2,151,428	8,551,533	1,908	11,219,101
Prairies	816	719,400	4,946,220	105	5,666,541
Pacific	5,892,708	131,962	1,409,132	176	7,433,978
Total:	11,193,081	3,808,403	17,320,431	3,570	32,325,485
Grand Total:	118,166,629	6,348,156	19,543,765	22,812	144,081,362

Exhibit 73

Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada
(in tons)
1978

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,583,655	189,740	3,758	1,581	1,778,734
Quebec	9,351,398	317,159	154,056	8,362	9,830,975
Ontario	1,000,746	436,083	179,054	4,856	1,620,739
Prairies	574,180	74,402	10,179	40,547	699,308
Pacific	8,128,809	142,550	31,360	729	8,303,448
Total:	20,638,788	1,159,934	378,407	56,075	22,233,204
Crude Materials (Inedible)					
Atlantic	1,752,676	144,155	4,619	68	1,901,518
Quebec	36,952,099	469,688	371,234	205	37,793,226
Ontario	4,917,889	732,330	804,174	318	6,454,711
Prairies	982	143,687	29,573	1	174,043
Pacific	21,389,173	200,913	396,668	140	21,986,894
Total	65,012,819	1,690,573	1,606,268	732	68,310,392
Fabricated Materials (Inedible)					
Atlantic	2,440,745	88,913	85,129	74	2,614,861
Quebec	2,864,690	996,737	2,739,866	1,050	6,602,343
Ontario	721,594	2,952,477	8,622,609	7,489	12,304,169
Prairies	2,864	825,453	4,849,893	131	5,678,431
Pacific	6,827,580	204,910	1,657,028	341	8,689,859
Total:	12,857,473	5,068,490	17,954,525	9,085	35,889,573
Grand Total:	98,509,080	7,918,997	19,939,200	65,892	126,433,169

Exhibit 74
Quantity of Exports by Commodity Grouping, Mode of Transport, and Region of Canada
(in tons)
1979

Commodity Grouping and Region	Mode Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,326,189	217,209	4,799	2,154	1,550,351
Quebec	7,905,139	366,905	12,939	7,493	8,292,476
Ontario	801,271	467,596	254,822	9,630	1,533,319
Prairies	556,563	69,550	11,287	2,176	639,576
Pacific	7,841,856	125,686	30,106	1,689	7,999,337
Total:	18,431,018	1,246,946	313,953	23,142	20,015,059
Crude Materials (Inedible)					
Atlantic	1,571,983	226,633	3,046	63	1,801,725
Quebec	58,957,691	179,246	338,122	417	59,475,476
Ontario	3,077,384	846,429	809,753	283	4,733,849
Prairies	-	113,810	66,108	0	179,918
Pacific	23,165,399	183,315	434,483	5,647	23,788,844
Total	86,772,457	1,549,433	1,651,512	6,410	89,979,812
Fabricated Materials (Inedible)					
Atlantic	2,381,654	97,357	130,474	414	2,609,899
Quebec	2,376,207	2,246,390	2,744,231	1,629	7,368,457
Ontario	980,926	3,945,674	9,735,899	2,862	14,665,361
Prairies	89	153,858	5,264,079	.1	5,418,097
Pacific	7,216,091	260,592	1,615,422	416	9,092,521
Total:	12,954,967	6,703,871	19,490,105	5,392	39,154,335
Grand Total:	118,158,442	9,500,250	21,455,570	34,944	149,149,206

Exhibit 75
Quantity of Exports by Commodity Grouping,
Mode of Transport, and Region of Canada
(in tons)
1980

Commodity Grouping and Region	Mode				
	Water	Road	Rail	Air	Total
Live Animals	-	-	-	-	-
Food, Feed, Beverages, and Tobacco					
Atlantic	1,669,205	226,341	913	1,977	1,898,436
Quebec	11,188,431	391,089	18,986	7,397	11,605,903
Ontario	1,754,077	457,642	245,534	4,592	2,461,845
Prairies	336,340	67,563	16,162	2,147	422,212
Pacific	7,980,290	161,245	109,029	1,360	8,251,924
Total:	22,928,343	1,303,880	390,624	17,473	24,640,320
Crude Materials (Inedible)					
Atlantic	1,598,624	183,805	15,880	734	1,799,043
Quebec	47,189,465	147,973	231,459	88	47,568,985
Ontario	3,158,958	928,479	555,447	1,878	4,644,762
Prairies	-	117,140	29,048	[illegible]	146,188
Pacific	22,988,832	197,153	494,419	12,977	23,693,381
Total	74,935,879	1,574,550	1,326,253	15,677	77,152,359
Fabricated Materials (Inedible)					
Atlantic	2,702,752	137,303	165,123	1,465	3,006,643
Quebec	3,347,863	1,878,672	3,016,002	1,358	8,243,895
Ontario	1,768,133	4,431,758	9,164,801	14,321	15,379,013
Prairies	-	171,564	5,233,548	158	5,405,270
Pacific	11,947,315	229,606	1,472,813	4,756	13,654,490
Total:	19,766,063	6,848,903	19,052,287	22,058	45,689,311
Grand Total:	117,630,285	9,727,333	20,769,164	55,208	148,181,990

II Canada's Imports

We have previously noted that Canada is a trading nation and that it exports about one third of all that it produces. Imports are likewise important to the nation. They make it possible for the Canadian consumer to have fresh fruits and vegetables in the winter and an enormous variety of consumer goods from all parts of the world. Without imports, the life of the average Canadian would be much more spartan than it is today. Our standard of living depends heavily upon our ability to import many products.

Imports are important to Canadian industry too. Great quantities of parts, components, and semi-finished goods are used in the production of manufactured goods and products in Canada. Some items, such as coal, petroleum, and cattle, are both exported and imported. Such export/import trade in a particular commodity may come about because of seasonal or production realities. Large numbers of cattle may be ready for slaughter in Canada when the demand for meat (and thus its price) in Canada is relatively low. When that occurs, live cattle or meat products may be exported from Canada to the U.S. Sometimes the reverse is true. If large numbers of animals come to market in the United States when the demand there for meat is relatively low (and prices relatively low), live cattle or meat products may be imported from the U.S. into Canada. The numbers of livestock produced, their relative price in the two countries, and market realities are important in this particular trade.

Other products, such as petroleum and petroleum products, are exported from western Canada, where production exceeds demand and imported in eastern Canada, where demand exceeds production. Because of the long distance between the Canadian point of production and some Canadian points of consumption, it sometimes is cheaper to import a product to supply one part of the country while exporting a similar product from another part of Canada.

As exhibit 76 indicates, Canada's imports increased at a fairly steady pace from 1971 to 1980. In 1971 the total value of Canada's imports amounted to some $15 billion, while by 1980 the nation's imports amounted to nearly $70 billion — an increase of over 400% in the decade. [All of these figures are in terms of current dollars. This means that they ignore the impact of inflation.]

In dollar terms, the United States was by far our most important source of imports. In 1981, Canada imported merchandise aggregating some $79 billion in value. Over two-thirds (68%) came from the United States with 6% coming from all other countries in North and South America. Some 5% came from Japan, 5% from western Europe, and 5% from the Middle East and Africa. (See exhibits 77 and 78.)

These figures would indicate that some countries were relatively unimportant as a source of imports in dollar terms. But one should not overlook the fact that while the imports of such items as apples from Australia, grapes from Chile, cheese from New Zealand, and spices from Africa were relatively unimportant in total dollar terms, such items may be important in terms of the consumer's standard of living in Canada. They add variety to the table.

In 1981 about 40% of all of Canada's imports (in dollar terms) came by truck. According to Statistics Canada the percent of the nation's imports which moved by road has been fairly steady for the last several years (see exhibit 79). As the exhibit indicates, in 1981, (the latest year for which statistics are available) about one-fifth of our imports arrived by water; about ten percent by rail, and about seven percent by air. The statistics indicate that the portion of the imports moving by air and by water have increased somewhat since 1978, while the percent moving by rail has decreased slightly.

The statistics also indicate that the percent of Canada's imports that moved by "other" modes has decreased (from about 25% in 1978 to about 20% in 1981). It should be noted, however, that this apparent decrease may result from more accurate reporting, from changes in reporting procedures, or from other changes. This category ("other") includes movements by pipeline, by taxi, by private vehicle, as well as some movements which simply were not included in the figures for movements by water, road, rail, and air.

The value of imports flowing into every region in Canada increased substantially during this period of time. In absolute terms, imports into the Ontario region showed the largest increase. They increased from some $9 billion in 1971 to some $38 billion in 1980. The Ontario region imported over half of all of the goods imported by the nation in each of these years.

But in percentage terms, the imports into the Atlantic region grew at the fastest rate — about 800% as compared with the increase in the Ontario region of about 460%. However, in absolute terms, the Atlantic region imported less than did any other region in Canada (in dollar terms).

The Atlantic region's imports amounted to some $640 million in 1971 and some $5.2 billion in 1980. The growth in the dollar value of imports for each of the regions is shown in exhibits 80-84. Exhibit 85 details the dollar value of Canada's imports by region for each year 1971-1980.

As exhibit 86-90 indicate, there were fairly steady increases in the import of virtually every type of commodity (in dollar terms). The value of food, feed, beverages, and tobacco imported increased at a fairly steady rate, while the imports of crude materials, fabricated materials, and end products all increased at a fairly sharp rate. Only one category of imports — live animals -- showed occasional sharp decreases. However, even in the case of live animals, there was an upward trend throughout the decade. Exhibits 91-95 show the value of each category of import by region from 1971 through 1980.

Exhibits 96-105 give detailed information on the composition of Canada's imports from 1971 to 1980. These tables provide information concerning the types of commodities which were imported in each of these years together with the regions into which they were imported.

It should be noted that all of these figures are in current dollars. This means that they do not reflect the impact of inflation. Since this was a decade in which Canada and much of the world experienced a relatively high rate of inflation, that fact should not be overlooked. While it would be possible to deflate the dollar figures for imports, so that they could be denominated in constant dollars, that has not been done in this study.

Measured in tonnage terms, Canada's imports grew steadily throughout the decade. In 1971 the nation's imports amounted to some 45 million tons. By 1980, its imports had increased to over 75 million tons — an increase of 64% (see exhibit 106).

It is estimated that about 85% of the tonnage imported into Canada came by water. In tonnage terms, some 65% of Canada's waterborne imports came from the United States with some 13% of the waterborne import tonnage coming from other countries in North and South America. In tonnage terms, the waterborne imports from all Asian countries (including Japan) and Australasia amounted to but about 2% of Canada's waterborne import tonnage. (See exhibit 107.)

Exhibits 108-111 indicate the amount that Canada imported (in tonnage terms) by type of commodity. (No tonnage figures have been developed for live animals, because figures published by Statistics Canada are in terms of numbers of animals. There is no accurate way to convert numbers of livestock, which may include cattle, sheep, horses, and pigs, into meaningful tonnage terms.)

Exhibit 112 shows the quantities of imports (in tonnage terms) by category for the period 1971-1980. As exhibit 112 indicates, the category "Crude Materials (Inedible)" accounted for well over one-half of the total import tonnage in each of these years. In some years it accounted for nearly two-thirds of all of the nation's imports in tonnage terms.

If a comparison is made between the statistics on the nation's exports and those on its imports, it is clear that much more detailed information is available on exports. The data is available in considerable detail concerning the areas from which imports of various types originate and the markets into which they are shipped. Here reasonably good statistics are produced.

But less detail is available concerning imports. The available figures indicate generally where imports of various kinds entered Canada, but they do not show their ultimate destination. In short, we know a good bit more about the nation's exports than we do about its imports. The picture is more complete.

There are several reasons why fewer statistics are available concerning imports and why they may be less reliable or less consistent. First, many Canadians are aware of the importance of exports to the nation's economy. As a trading nation, Canada exports about one-third of all that it produces. In a very real sense Canadians live on their exports. We have ministries, trade missions, and consular officers whose chief concerns are the nation's exports and ways in which they can be increased. Exports are the concern of the federal government, all of the provincial governments and many municipal and regional government organizations. They are of concern to trade associations, to farm groups and to boards of trade. There is no accurate way of determining how much is spent each year promoting Canada's exports. Exports are of obvious importance.

But this is not the case with imports. There is no ministry -- federal or provincial — whose duty it is to stimulate imports; quite the contrary. While there is much legislation the purpose of which is to stimulate exports, much legislation as there is regarding imports tends to reduce them. Regulations and policies which require the purchase of items produced in Canada or in a particular province discourage imports as do regulations and policies which provide for preferential treatment of one kind and another for items produced in Canada. Quotas (voluntary or otherwise), customs duties, and taxes of various kinds discourage imports and make them more expensive. Some duties are raised when imported products might compete with local products. Duties on certain fruits and vegetables are raised when Canadian crops are available. Such actions are not designed primarily to raise government revenues, but to suppress or prohibit imports.

While there may be good reason for such laws, regulations, and policies, there is no doubt that they tend to reduce imports of various kinds.

Statistics concerning the value of imports are not entirely consistent, because of problems in valuation. The value of various imported items for customs purposes is established by the customs official who deals with each individual transaction. While there are standardized procedures, there may be some occasional differences of opinion. Additional problems result from the fact that some values are established on the basis of the manufacturer's price, some on the basis of wholesaler's price, and some on the basis of retail price. Thus the value of the product for customs purposes (and hence for statistical purposes) depends, in part, on who it is that imports the item. Some values are based on values f.o.b. the manufacturing plant, while some values include the cost of insurance and freight. Additional problems in the evaluation of imports result from changing currency values.

Nonetheless, the statistics concerning imports are useful. They provide data concerning various types of movements and their trends. They give some indication of the demands that imports presently make and are likely to make on the nation's transport system.

Exhibit 76
Canada's Imports 1971-1980
(in billions of dollars)

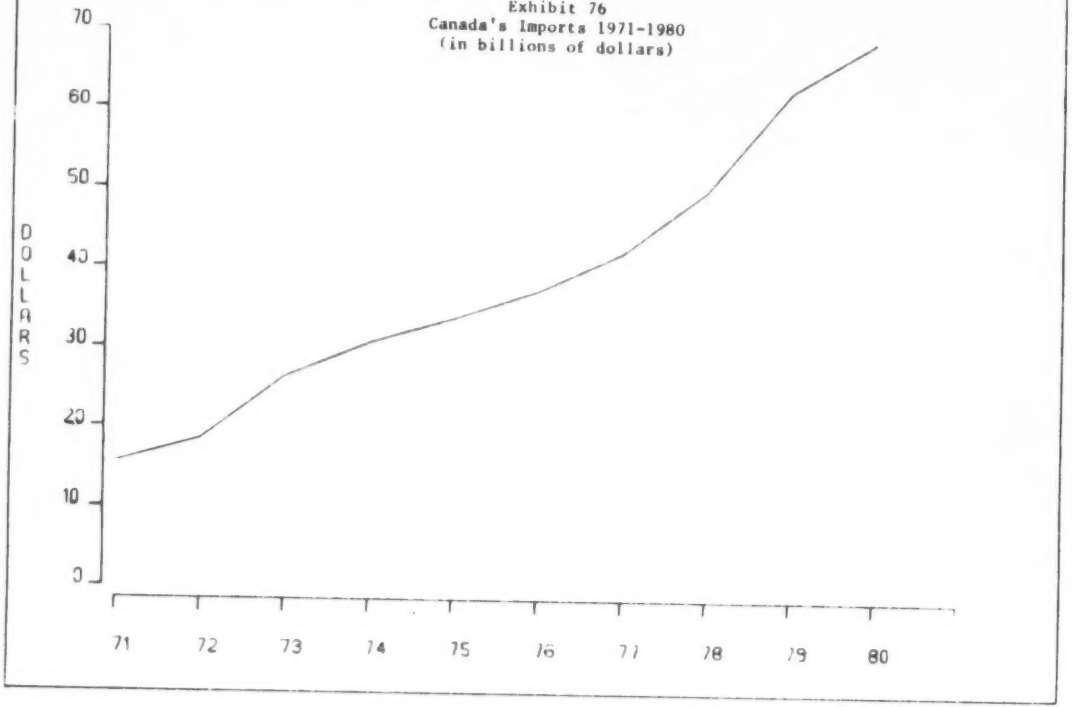

Exhibit 77
Canada's Imports and their
Points of Origin -- 1981
(in dollar and percentage terms)

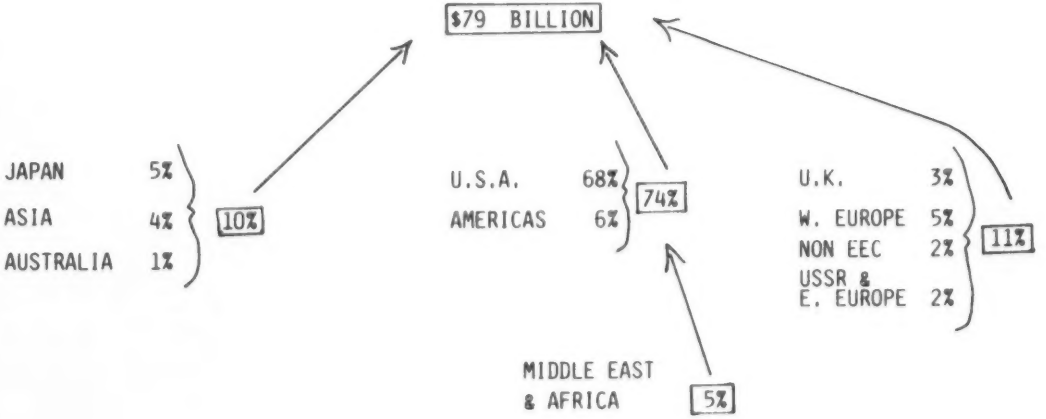

Exhibit 78
Canada's Imports and their
Points of Origin
(in thousands of dollars)

Area of Origin	Dollar Value
United Kingdom	2,376,588
Other EEC Countries	4,116,646
Non EEC Countries in Western Europe	1,525,469
USSR	77,669
Other Countries in Eastern Europe	272,698
Middle East and Africa	3,775,020
Japan	4,038,388
Other Countries in Asia	2,842,421
Australasia and Oceania	661,271
United States	54,350,280
Other American Countries	5,092,891
Total	79,129,351

Exhibit 79
Canada's Imports by Mode
(in billions of dollars)
1978-1981

	1978		1979		1980		1981	
	Dollars	Percent	Dollars	Percent	Dollars	Percent	Dollars	Percent
Air	2.4	5%	3.8	6%	4.4	6%	5.2	7%
Rail	6.0	12%	7.1	11%	7.5	18%	8.1	10%
Road	20.4	40%	25.3	40%	27.6	40%	32.6	41%
Water	8.8	18%	11.0	18%	14.3	21%	17.3	22%
Other*	12.5	25%	15.4	24%	15.6	23%	15.9	20%
Totals	50.1		62.9		69.3		79.1	

*Other includes movements by taxi, bus, and private vehicles which are not otherwise classified. It also includes movements by pipeline.

Source: Unpublished statistics provided by Statistics Canada.

Exhibit 80
Canada's Imports by Region
Atlantic Region
1971-1980
(in billions of dollars)

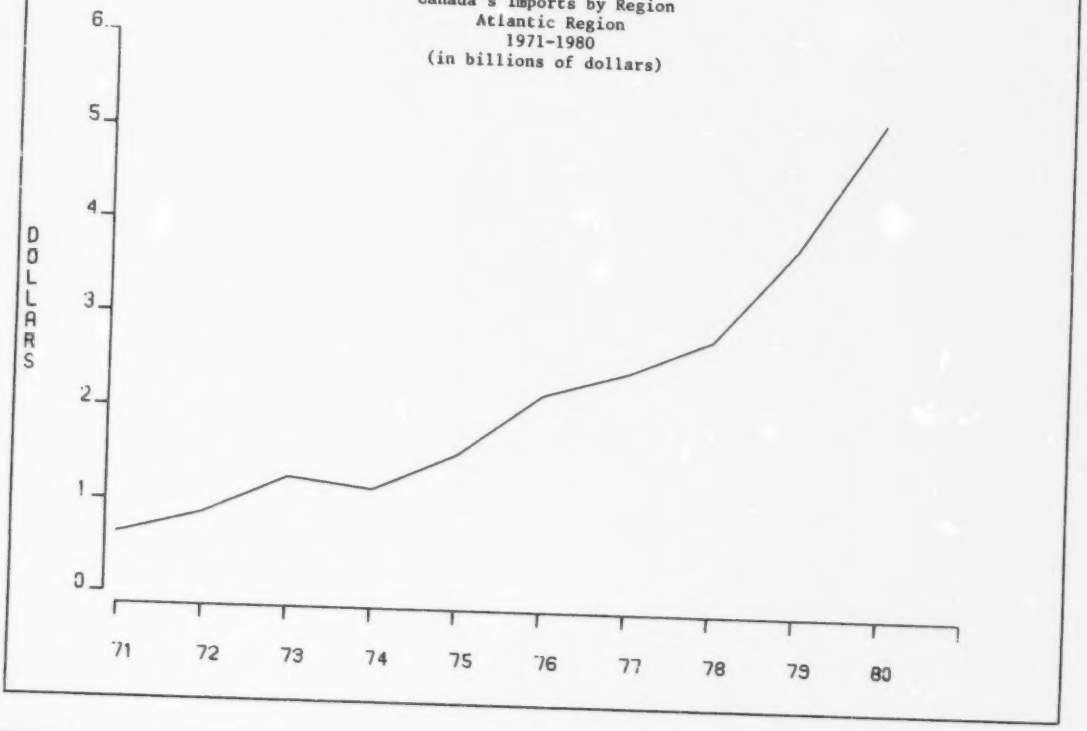

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Exhibit 81
Canada's Imports by Region
Quebec Region
1971-1980
(in billions of dollars)

Exhibit 82
Canada's Imports by Region
Ontario Region
1971-1980
(in billions of dollars)

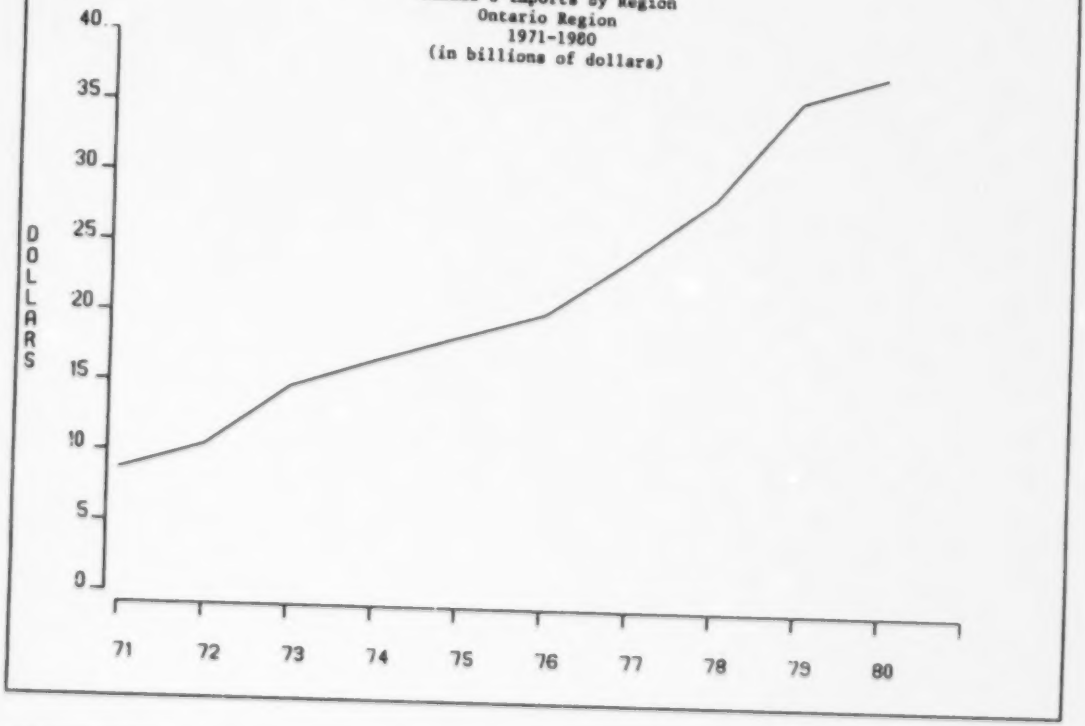

Exhibit 83
Canada's Imports by Region
Prairie Region
1971-1980
(in billions of dollars)

Exhibit 84
Canada's Imports by Region
Pacific Region
1971-1980
(in billions of dollars)

Exhibit 85
Canada's Imports by Region

1971-1980
(in thousands of dollars)

	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Atlantic	640,208	866,937	1,269,213	1,159,489	1,549,049	2,201,881	2,457,231	2,825,209	3,847,450	5,207,536
Quebec	3,869,467	4,346,325	6,083,172	7,891.030	8,422,965	8,772,271	8,705,271	9,891,936	12,173,371	13,714,899
Ontario	8,788,545	10,532,265	14,838,942	16,765,198	18,538,986	20,389,173	24,339,030	28,761,996	35,806,590	37,795,579
Prairies	977,133	1,168,269	1,924,266	2,180,723	2,700,016	3,044,370	3,321,160	4,078,336	5,344,718	6,975,888
Pacific	1,342,748	1,755,688	2,295,339	2,737,617	2,593,952	3,061,140	3,540,026	4,544,138	5,551,874	6,333,757
TOTAL	15,618,101	18,669,484	26,410,932	30,734,057	33,804,968	37,468,835	42,362,718	50,101,616	62,724,003	69,127,659

Exhibit 86
Canada's Imports by Type of Commodity
1971-1980
(in billions of dollars)
Food, Feed, Beverages and Tobacco

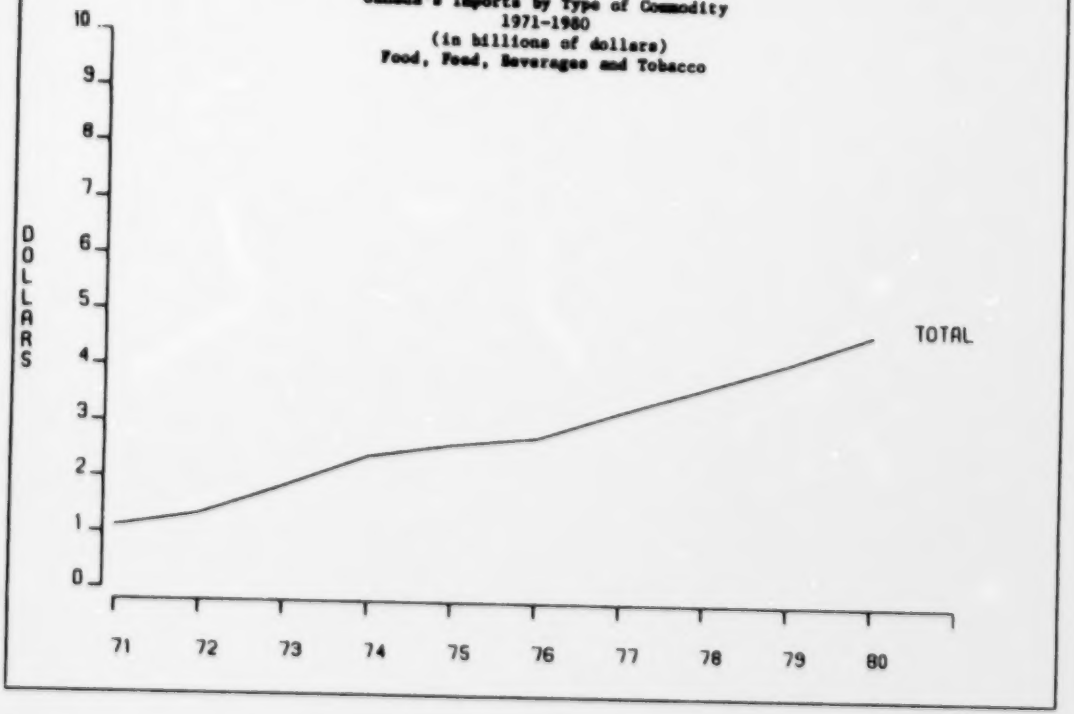

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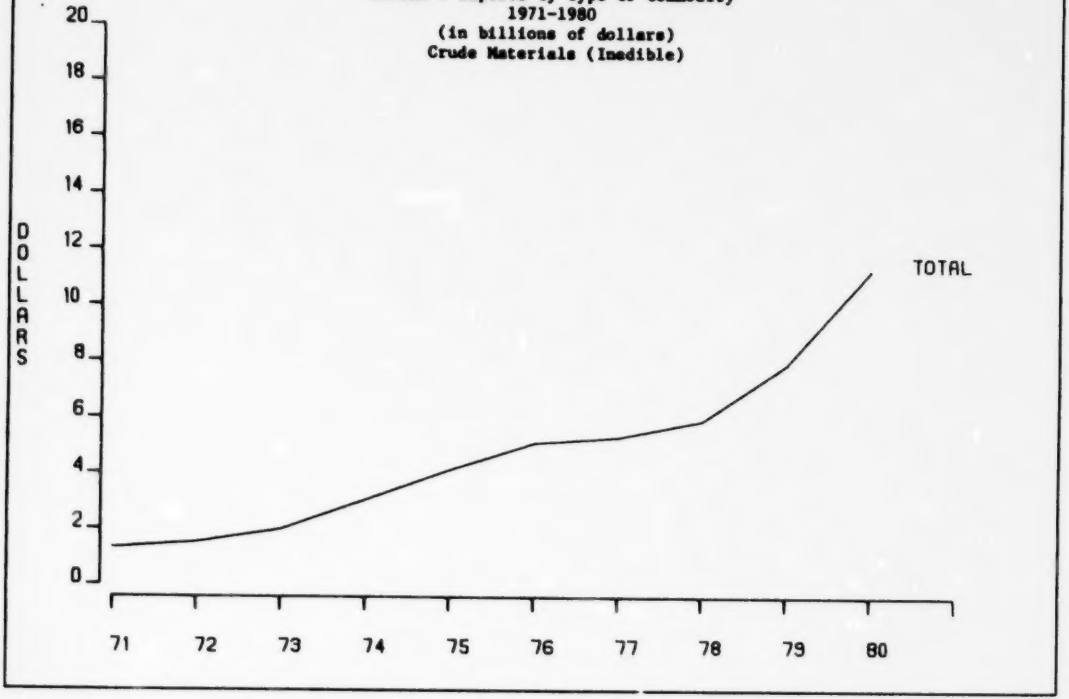
Exhibit 87
Canada's Imports by Type of Commodity
1971-1980
(in billions of dollars)
Crude Materials (Inedible)



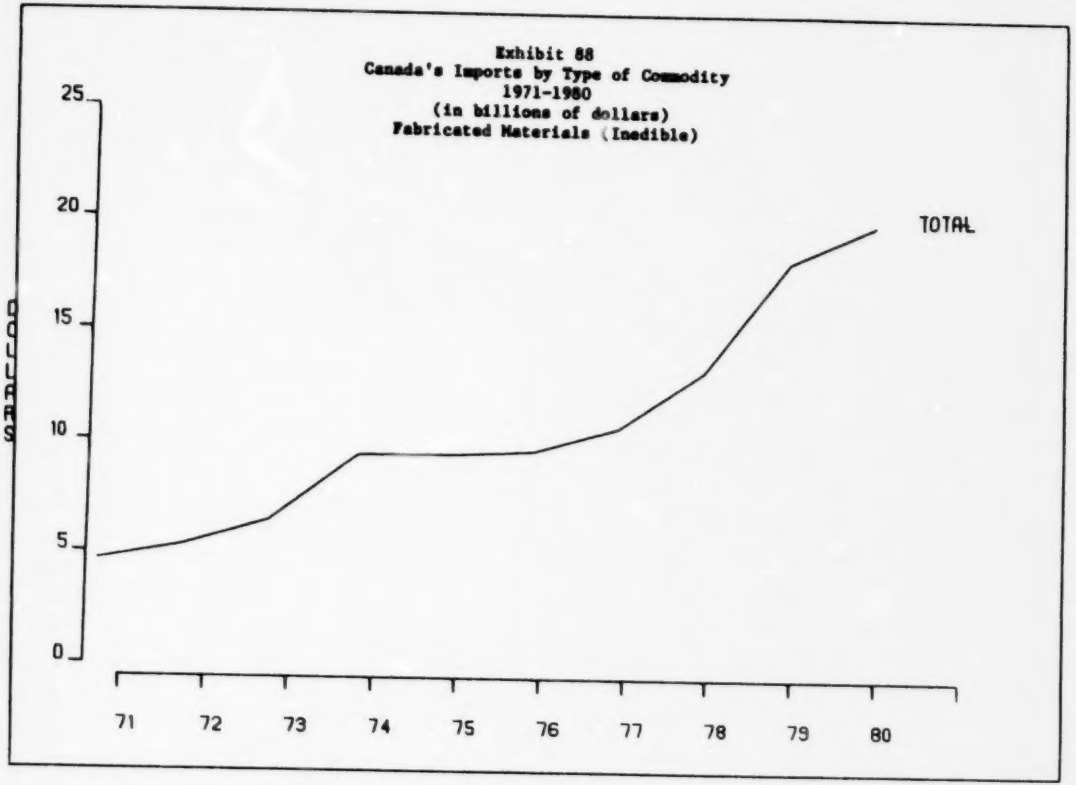


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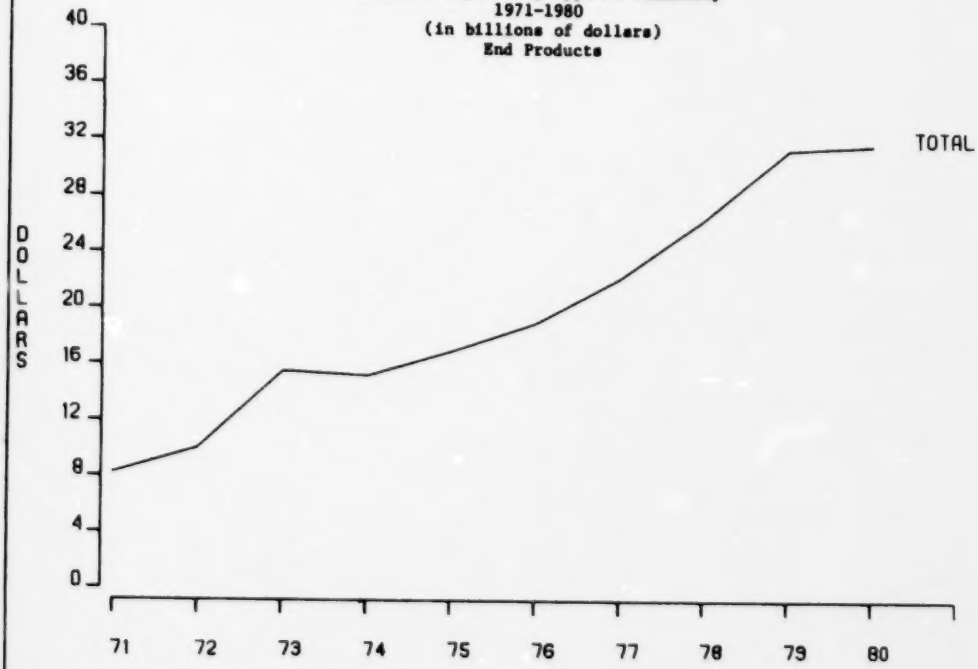
Exhibit 89
Canada's Imports by Type of Commodity
1971-1980
(in billions of dollars)
End Products



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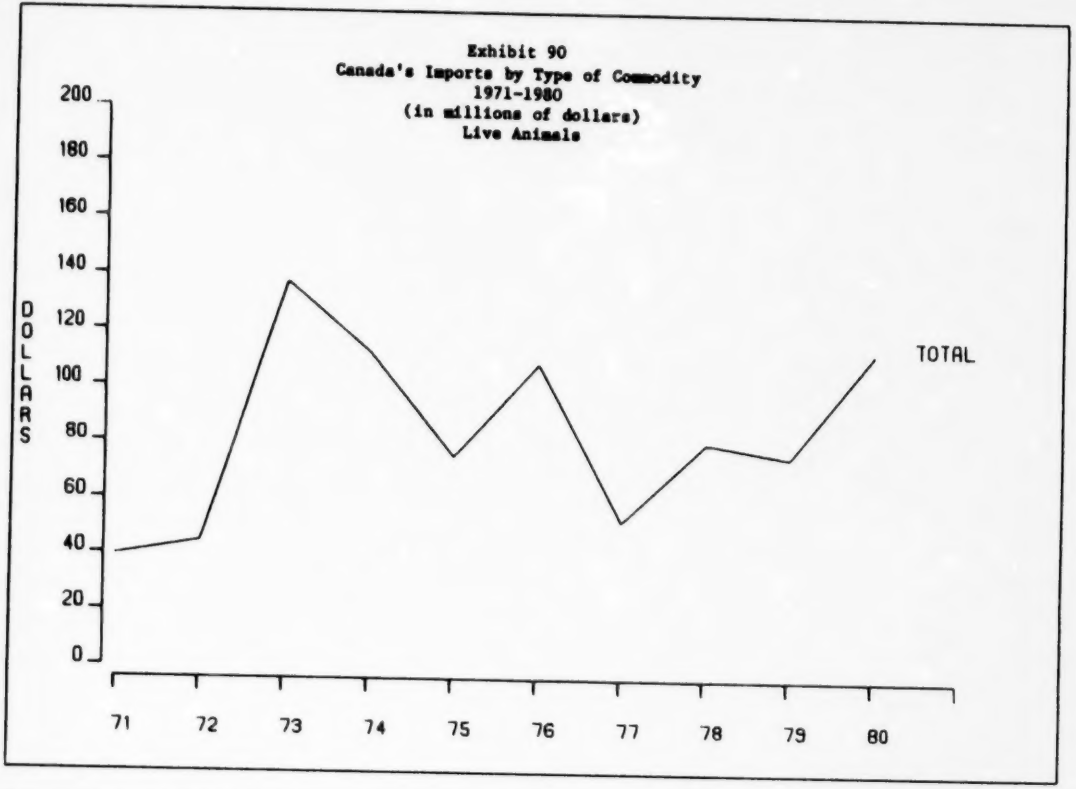
Exhibit 90
Canada's Imports by Type of Commodity
1971-1980
(in millions of dollars)
Live Animals
DOLLARS
200
180
160
140
120
100
80
60
40
20
0
71
72
73
74
75
76
77
78
79
80
TOTAL

Exhibit 91
Canada's Imports by Region and by Commodity
1971-1980 (in billions of dollars)
Atlantic Region

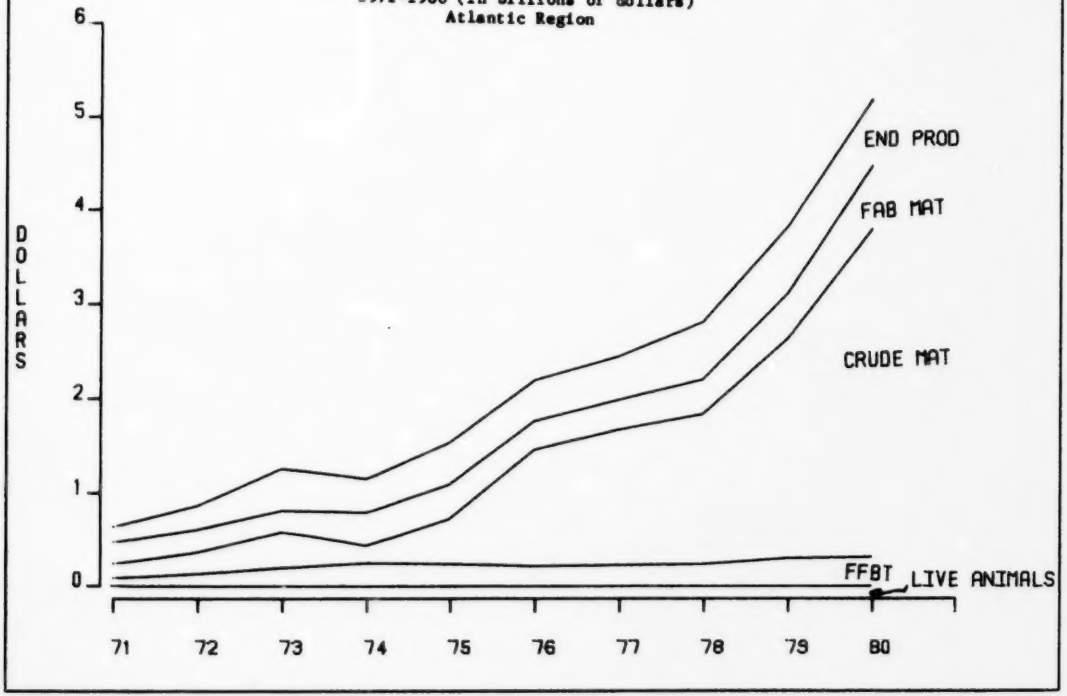

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Exhibit 92
Canada's Imports by Region and by Commodity
1971-1980 (in billions of dollars)
Quebec Region

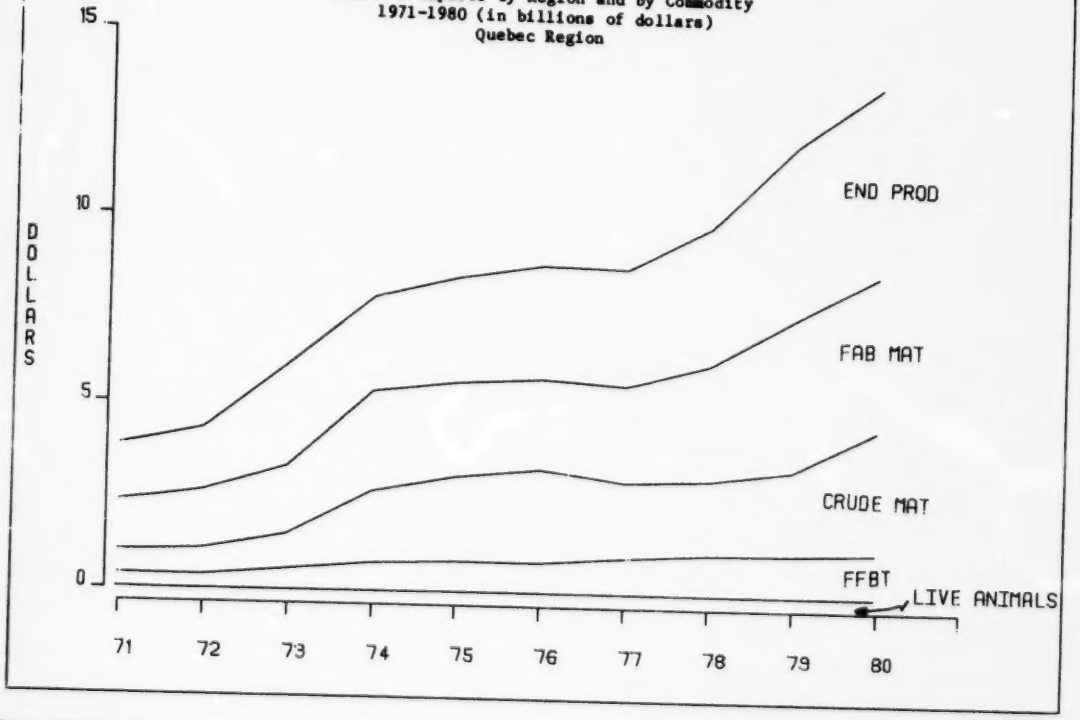

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Exhibit 93
Canada's Imports by Region and by Commodity
1971-1980 (in billions of dollars)
Ontario Region

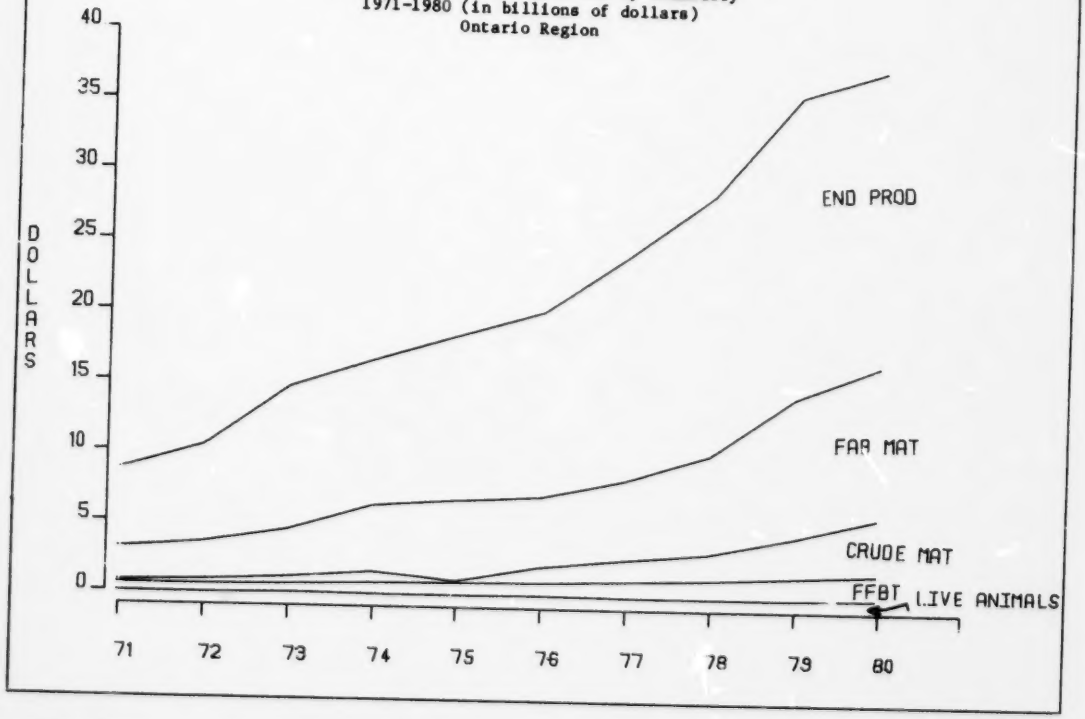

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Exhibit 94
Canada's Imports by Region and by Commodity
1971-1980 (in billions of dollars)
Prairie Region

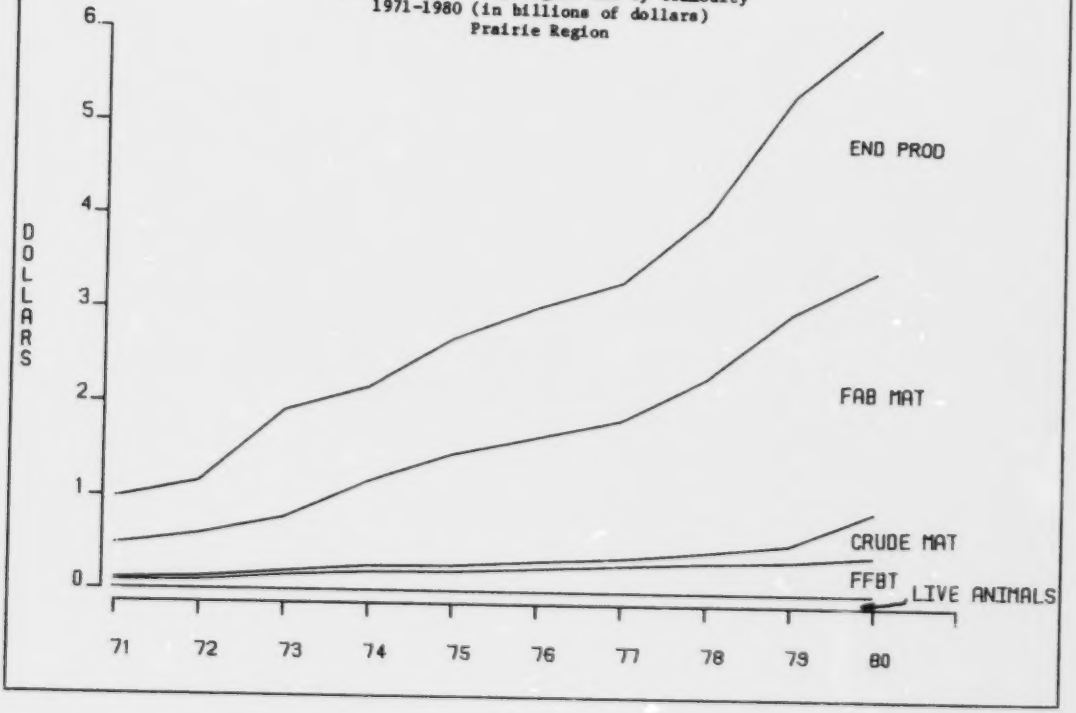

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Exhibit 95
Canada's Imports by Region and by Commodity
1971-1980 (in billions of dollars)
Pacific Region

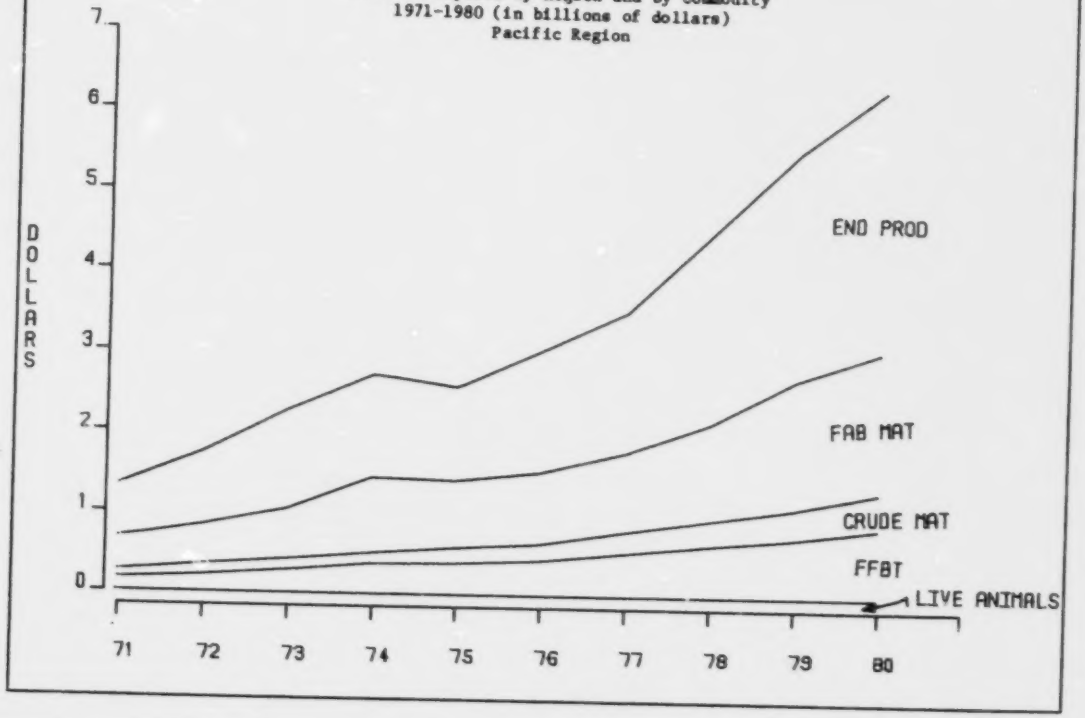

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Exhibit 96

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1971

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	2,432	3,194	21,168	9,706	2,805	39,305
Food, Feed, Beverages and Tobacco	90,489	404,405	358,740	80,536	183,375	1,117,545
Crude Materials (Inedible)	181,138	606,416	415,091	29,267	89,812	1,321,724
Fabricated Materials (Inedible)	199,418	1,364,880	2,402,316	369,866	408,183	4,744,663
End Products (Inedible)	161,097	1,448,011	5,502,691	473,166	642,745	8,227,710
Special Transactions, Trade	5,634	42,561	88,539	14,592	15,828	167,154
Total	640,208	3,869,467	8,788,545	977,133	1,342,748	15,618,101

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 97

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1972

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	2,412	4,369	23,729	11,104	3,093	44,707
Food, Feed, Beverages and Tobacco	137,569	434,508	457,100	97,292	229,316	1,355,785
Crude Materials (Inedible)	233,699	701,095	452,789	30,601	121,602	1,539,786
Fabricated Materials (Inedible)	240,869	1,536,229	2,767,025	458,706	493,754	5,496,583
End Products (Inedible)	245,887	1,622,453	6,716,634	554,837	890,332	10,030,143
Special Transactions, Trade	6,501	47,671	114,988	15,729	17,591	202,480
Total	866,937	4,346,325	10,532,265	1,168,269	1,755,688	18,669,484

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 98

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1973

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	2,833	5,977	87,944	34,204	6,148	137,106
Food, Feed, Beverages and Tobacco	203,323	592,787	627,930	130,444	289,896	1,844,380
Crude Materials (Inedible)	377,325	932,955	532,454	40,484	133,037	2,016,255
Fabricated Materials (Inedible)	238,366	1,817,134	3,382,321	573,153	625,636	6,636,610
End Products (Inedible)	440,335	2,674,760	10,066,715	1,126,761	1,221,264	15,529,835
Special Transactions, Trade	7,031	59,559	141,578	19,220	19,358	246,746
Total	1,269,213	6,083,172	14,838,942	1,924,266	2,295,339	26,410,932

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 99

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1974

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	3,640	8,234	55,019	37,025	7,860	111,778
Food, Feed, Beverages and Tobacco	255,689	784,801	816,169	172,311	375,452	2,404,422
Crude Materials (Inedible)	178,345	1,928,686	761,914	64,410	146,017	3,079,372
Fabricated Materials (Inedible)	349,281	2,668,694	4,767,071	902,015	967,319	9,654,380
End Products (Inedible)	363,964	2,432,906	10,200,176	980,685	1,217,003	15,194,734
Special Transactions, Trade	8,570	67,709	164,849	24,277	23,966	289,371
Total	1,159,489	7,891,030	16,765,198	2,180,723	2,737,617	30,734,057

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 100

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1975

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	4,674	7,473	37,713	17,468	7,930	75,258
Food, Feed, Beverages and Tobacco	245,308	846,721	918,140	203,541	392,963	2,606,673
Crude Materials (Inedible)	479,749	2,278,842	1,082,404	61,394	201,496	4,103,885
Fabricated Materials (Inedible)	368,348	2,500,812	4,801,099	1,194,527	820,989	9,685,775
End Products (Inedible)	440,172	2,711,182	11,518,180	1,194,903	1,144,229	17,008,666
Special Transactions, Trade	10,798	77,935	181,450	28,183	26,345	324,711
Total	1,549,049	8,422,965	18,538,986	2,700,016	2,593,952	33,804,968

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 101

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1976

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	3,780	7,265	77,641	12,766	7,156	108,608
Food, Feed, Beverages and Tobacco	216,623	847,299	1,009,255	250,127	439,371	2,762,675
Crude Materials (Inedible)	1,245,422	2,502,970	1,053,503	71,030	212,119	5,085,044
Fabricated Materials (Inedible)	308,834	2,421,347	4,962,935	1,329,335	901,220	9,923,671
End Products (Inedible)	408,571	2,859,138	13,033,611	1,337,274	1,445,535	19,084,129
Special Transactions, Trade	18,651	134,252	252,228	43,838	55,739	504,708
Total	2,201,881	8,772,271	20,389,173	3,044,370	3,061,140	37,468,835

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 102

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1977

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	715	6,617	29,856	8,102	6,863	52,153
Food, Feed, Beverages and Tobacco	230,425	1,025,426	1,164,805	285,619	548,326	3,254,601
Crude Materials (Inedible)	1,455,374	2,013,114	1,512,956	78,417	260,270	5,320,131
Fabricated Materials (Inedible)	321,766	2,561,776	5,690,781	1,479,959	984,779	11,039,061
End Products (Inedible)	437,165	2,997,439	15,724,296	1,421,630	1,694,846	22,275,376
Special Transactions, Trade	11,786	100,899	216,336	47,433	44,942	421,396
Total	2,457,231	8,705,271	24,339,030	3,321,160	3,540,026	42,362,718

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 103

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1978

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	1,002	6,410	50,981	15,124	6,896	80,413
Food, Feed, Beverages and Tobacco	242,157	1,146,820	1,351,504	316,580	643,939	3,701,000
Crude Materials (Inedible)	1,603,876	1,984,835	1,868,696	119,624	313,918	5,890,949
Fabricated Materials (Inedible)	377,566	3,081,122	7,114,983	1,850,590	1,206,715	13,630,976
End Products (Inedible)	588,362	3,583,153	18,172,954	1,738,196	2,323,266	26,405,931
Special Transactions, Trade	12,245	89,596	202,880	38,222	49,404	392,347
Total	2,825,209	9,891,936	28,761,996	4,078,336	4,544,138	50,101,616

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 104

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1979

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	1,238	7,921	45,490	11,864	8,905	75,418
Food, Feed, Beverages and Tobacco	302,586	1,172,825	1,590,033	352,396	742,646	4,160,486
Crude Materials (Inedible)	2,348,720	2,242,757	2,794,591	172,200	372,007	7,930,275
Fabricated Materials (Inedible)	487,146	4,045,868	10,004,060	2,464,950	1,586,872	18,588,896
End Products (Inedible)	686,715	4,573,257	21,086,968	2,277,401	2,777,079	31,401,420
Special Transactions, Trade	21,045	130,743	285,448	65,907	64,365	567,508
Total	3,847,450	12,173,371	35,806,590	5,344,718	5,551,874	62,724,003

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

Exhibit 105

Imports by Region of Canada and Commodity Grouping
(in thousands of dollars)
1980

Commodity Grouping	Region					
	Atlantic	Quebec	Ontario	Prairie	Pacific	Total
Live Animals	2,160	8,655	72,876	20,026	9,500	113,217
Food, Feed, Beverages and Tobacco	324,371	1,248,193	1,835,560	407,322	874,214	4,689,660
Crude Materials (Inedible)	3,498,851	3,257,927	3,971,253	168,958	438,437	11,335,426
Fabricated Materials (Inedible)	665,721	4,138,853	10,912,812	2,865,087	1,757,688	20,340,161
End Products (Inedible)	687,637	4,889,542	20,624,494	2,517,774	3,166,742	31,886,189
Special Transactions, Trade	28,796	171,729	378,584	96,721	87,176	763,006
Total	5,207,536	13,714,899	37,795,579	6,075,888	6,333,757	69,127,659

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual). Table 4.

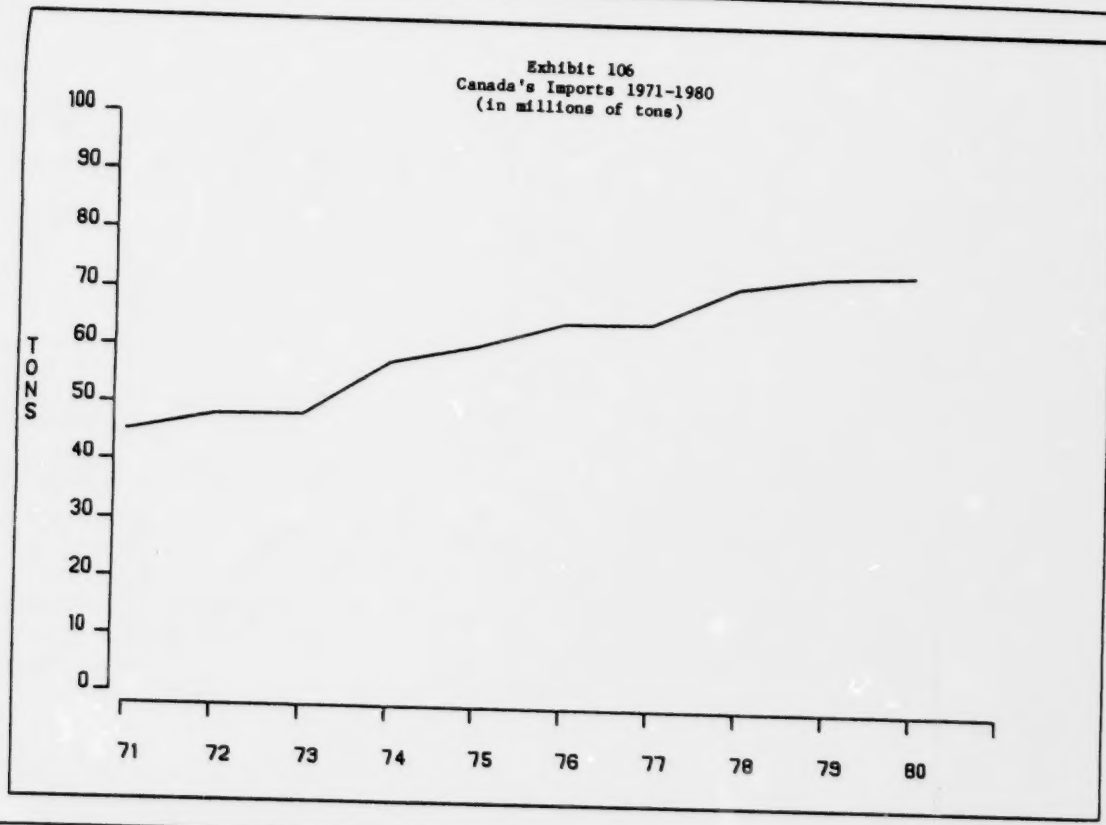

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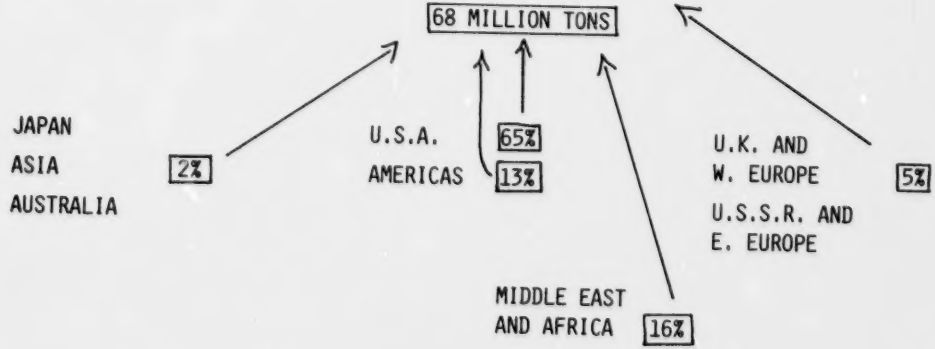
Exhibit 107
Canada's Imports by Point
or Origin in 1981
(in terms of tonnage and percentage)



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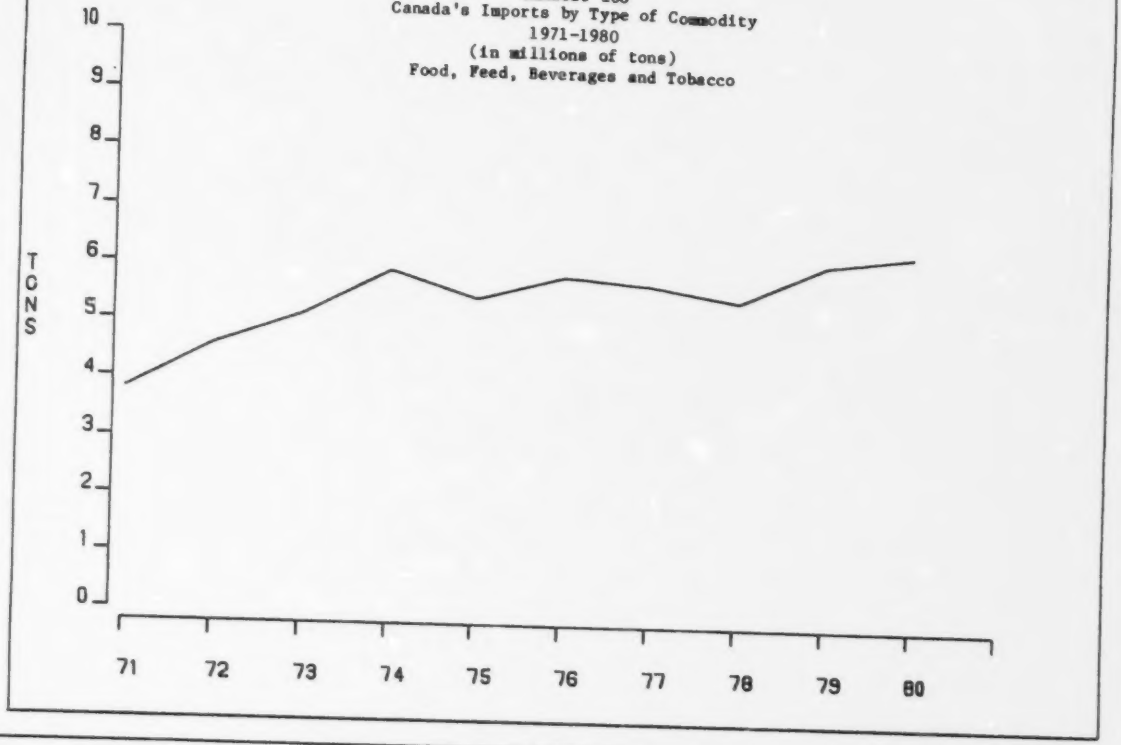

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Exhibit 109
Canada's Imports by Type of Commodity
1971-1980
(in millions of tons)
Crude Materials (Inedible)

Exhibit 110
Canada's Imports by Type of Commodity
1971-1980
(in millions of tons)
Fabricated Materials (Inedible)

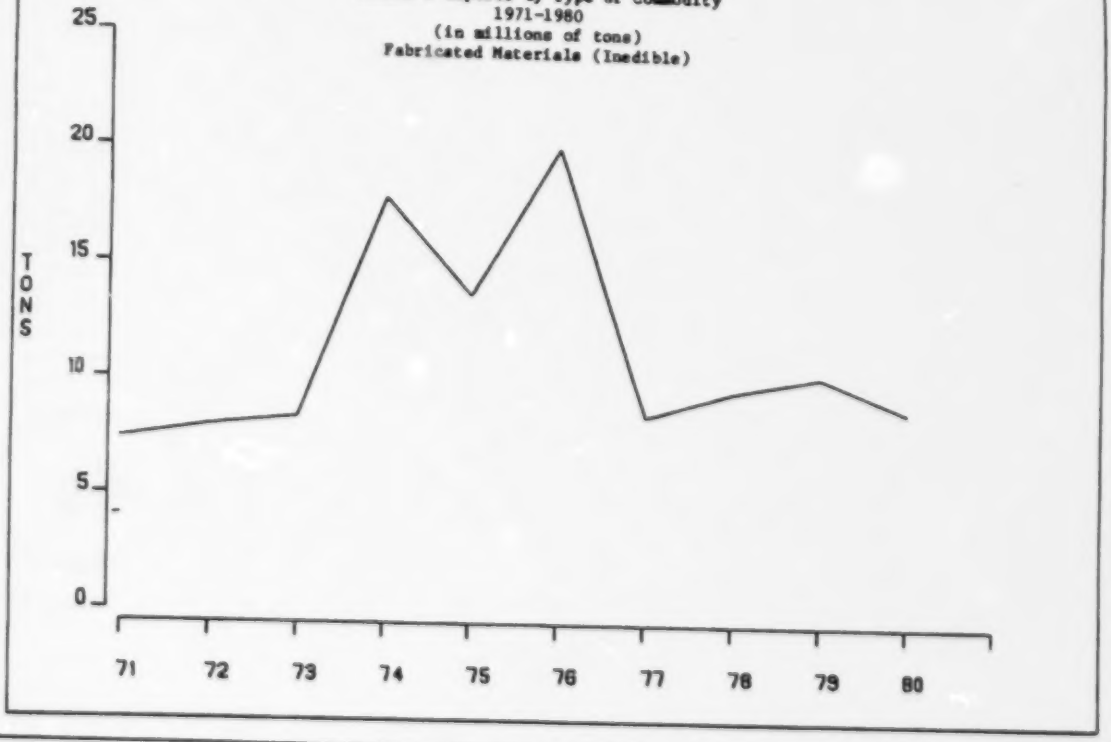

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Exhibit 111
Canada's Imports by Type of Commodity
1971-1980
(in millions of tons)
End Products (Inedible)

Exhibit 112
Canada's Imports by Type of Commodity
1971-1980
(in tons)

Year	Live Animals (a)	Food, Feed, Beverages and Tobacco	Crude Materials (Inedible) (b)	Fabricated Materials (Inedible) (c)	End Products (Inedible) (d)	Total
1971	-	3,825,944	33,836,087	7,428,031	18,369	45,108,431
1972	-	4,589,024	35,675,506	7,993,984	22,415	48,280,929
1973	-	5,130,532	34,857,249	8,373,347	28,368	48,389,496
1974	-	5,913,396	33,850,922	17,835,237	28,031	57,627,586
1975	-	5,443,813	41,361,165	13,658,605	45,414	60,508,997
1976	-	5,846,413	38,909,021	20,023,886	61,962	64,841,282
1977	-	5,727,982	50,743,061	8,499,629	52,929	65,023,061
1978	17,215	5,471,347	56,585,546	9,573,040	47,703	71,694,851
1979	31,482	6,154,813	57,272,702	10,357,421	38,839	73,855,257
1980	44,990	6,335,022	59,133,023	8,811,726	37,916	74,362,677
TOTAL	93,687	54,438,286	442,224,282	112,554,906	381,946	609,693,107

Source: Statistics Canada, Imports: Merchandise Trade (65-203 Annual), Table 3.

For footnotes see the following page.

Footnotes to
Exhibit 112

Statistics Canada maintains some of its statistics in terms of pounds, hundred weight, tons, short tons, net hundred weight, and net pounds. In these tables the various units have been converted to tons. To minimize rounding errors, the units were first added together and then converted to tons. (1 ton = 2,200 pounds; 1 short ton = 2,000 pounds.)

(a) From 1971 through 1977 Statistics Canada kept these statistics in terms of numbers of animals. Beginning with 1978 some of the statistics were maintained in terms of weight. No attempt was made to translate numbers of animals to pounds or tons. This means that these numbers are understated to some extent.

(b) The category Crude Materials (inedible) consists of Statistics Canada categories 200 to 299. No attempt was made to translate into tons certain statistics which were maintained in units of gallons, troy ounces, numbers, carrats, pair, or square yards. To that extent, these statistics are understated.

(c) This category includes Statistics Canada classifications 300 to 499. No attempt was made to translate into tons the statistics that were given in terms of square feet, units, board feet, gallons, troy ounces, pair, square yard, or kilowatt hour. To this extent these statistics are understated.

(d) This category includes Statistics Canada classifications 500 to 969. Many of these statistics are maintained in terms of units. Since it was impractical to attempt to translate these into tonnage figures, no such attempt was made. Accordingly these figures are understated.

III Canada's Ports, Their Traffic, and Their New Operations

Water transportation was important to Canadians long before the first European set foot on this continent. Throughout the continent the various Indian bands Indians and the Eskimos had highly developed civilizations. They designed and developed canoes, flat bottomed boats, and various other vessels which were well suited for the waters in their particular areas. Many types of boats were used to transport the native peoples and their goods -- sometimes over long distances.

When the white man arrived, he, too, made good use of boats. Much of the early exploration of the continent was along the shores of lakes and rivers. When the fur traders and others began to trade with the natives, much of that trade took place on rivers and lakes which provided water access to many areas.

Today much of Canada's commerce moves on the Great Lakes and on the St. Lawrence River system -- one of the greatest natural waterways in the world. Significant amounts of cargo move on smaller lakes and rivers in various parts of the country. Much of Canada's commerce is shipped overseas in ocean going vessels. Much of this commerce moves from deep water ports on the Atlantic and on the Pacific.

Water transportation is important to all of Canada's great cities. The early development of Montreal, Toronto, Quebec City, and Vancouver resulted in large measure from the fact that they had access to deep water and could serve as interchange points for goods moving overland from the hinterland to overseas destinations by water. In Canada, as in most of North America, great cities developed where there were great rivers or deep water. Canada's ports were important in the earliest days of the nation, and their importance continues today.

Eight of Canada's provinces and one territory (the Northwest Territories) have important ports within their boundaries. Some are world class ports, handling millions of tons of cargo each year. Some are specialized ports, handling several types of bulk commodities, or perhaps just one. Some handle such commodities as coal, sulphur, potash, and grain while others handle nothing but coal, iron ore, or bauxite. Some of Canada's ports are general cargo ports, handling a great variety of manufactured goods, package freight, and other commodities.

Canada's ports are operated by several types of organizations. In 1982 fifteen of Canada's major ports were under the jurisdiction of the National Harbours Board. That organization was set up by the National Harbours Board Act of 1936. In August, 1982, legislation was passed by the Canadian parliament which created the Canada Ports Corporation. When that legislation was proclaimed on February 24, 1983, the National Harbours Board was supplanted by that new organization.

In 1982, the NHB ports (that is, the ports which are now under the jurisdiction of the Canada Ports Corporation) accounted for about one-half of all of Canada's waterborne commerce. Those ports were as follows:

Prince Rupert
Vancouver
Churchill
Port Colborne
Prescott
Montreal
Trois Rivieres
Quebec City
Chicoutimi
Baie des Ha! Ha!
Sept-Isles
Belledune
Saint John
Halifax
St. Johns

Other major Canadian ports are operated by Harbour Commissions. Most of these Commissions were established pursuant to the Harbour Commission Act of 1964. The Commissions which operate the ports of Toronto and Hamilton, Ontario, were organized pursuant to separate legislation. (See exhibit 113.)

In 1983 the Commission-operated ports were under the jurisdiction of the following organizations:

Port Alberni Harbour Commission
Nanaimo Harbour Commission
North Fraser Harbour Commission
Fraser River Harbour Commission
Lakehead Harbour Commission (Thunder Bay)
Hamilton Harbour Commission
Oshawa Harbour Commission
Toronto Harbour Commission
Windsor Harbour Commission

These ports are important for a variety of reasons. Some of them are major employers in relatively small communities serving an important plant or industry. Some provide facilities and services for a variety of users. Some own and manage strategic waterfront which is important to businesses and residents in their area. Some of them account for substantial tonnages of Canada's waterborne trade.

Some of Canada's other ports are privately owned and operated. For the most part, private ports are highly specialized ports which serve a single company, such as a mining company, a logging operation, a smelter, or a single industry.

While the ports which are under the jurisdiction of Ports Canada together with the various Commission ports account for most of Canada's waterborne trade — both export and import, most of Canada's ports (in terms of sheer number) are operated by Transport Canada. These ports serve a variety of users: commercial fisherman, pleasure boaters, and other types of commercial users. Many of these ports are relatively small. They may consist of little more than a dock together with some kind of land access.

Some of them have fuel and repair services available. Notwithstanding their small size, some of these relatively small ports facilitate essential transportation for the residents of small, and sometimes remote, communities. Statistics Canada lists several hundred such ports, indicating the respective provinces in which they are located. These ports are shown in exhibit 114.

The legislation establishing the Canada Ports Corporation contemplates a degree of local autonomy. The legislation provides that a local port corporation can be established by ports (a) which are nationally or regionally significant, (b) which are financially self sufficient, and (c) which are able to demonstrate a strong local interest in the management of their own affairs. The legislation also provides a greater degree of financial autonomy. It provides that the Canada Ports Corporation can authorize capital expenditures up to $10 million. This contrasts with the legislation under which the National Harbours Board had operated. That legislation required Treasury Board authorization for any expenditures exceeding $50,000.

The legislation establishing the Canada Ports Corporation specifies that its board of directors shall consist of a chairman, a vice-chairman, a president, and as many as 14 other directors. The legislation provides that the president shall be a full time officer of the Corporation with a term of up to six years. It further provides that the terms of the other board members shall be no more than three years. The legislation provides that all directors shall be appointed by Order-In-Council.

The first appointments to the board of directors of the Canada Ports Corporation were as follows:

Glenn W. McPherson, Chairman, Vancouver, B.C.
A.C. Huxtable, Vice-Chairman, Halifax, N.S.
Jacques Auger, President, Aylmer, Quebec
Marian L. Robson, Member, Richmond, B.C.
John H. Morrish, Member, Calgary, Alberta
J.S. Thompson, Member, Ormiston, Saskatchewan
The Honourable Otto E. Lang, Member, Winnipeg, Manitoba
William H. Somerville, Member, Startford, Ontario
Romeo Boyer, Member, St. Lambert, Quebec
James L. Thom, Member, Montreal, Quebec
Raymond M. Dufour, Member, Quebec City, Quebec
Lionel Major, Member, Chicoutimi, Quebec
Wendell J. Firlotte, Member, Dalhousie, New Brunswick
Stephen Weyman, Member, Saint John, New Brunswick
Ian Stott, Member, East Bay, Nova Scotia
Robert W. Innes, Member, St. John's Newfoundland
Alastair W. Allan, Member, Ottawa, Ontario

As has previously been noted, Canada has some 700 ports. However, most of its waterborne traffic in tonnage terms and in terms of dollar value, moves through about a dozen of these ports. In western Canada, there are six major ports. Port Alberni and Nanaimo may be regarded as single commodity ports. Virtually all of their commercial traffic consists of outbound forest products. They have relatively little inbound tonnage.

The Port of Prince Rupert is relatively new as a port for exporting Canada's goods. While it has served as a commercial fishing port for many years, only recently have facilities been constructed to enable the port to ship lumber and other forest products. For some time the government of Canada has believed that Prince Rupert should serve as a port for the movement of grain and for coal produced in the northern areas of British Columbia and Alberta. In 1983 major construction projects were underway in Prince Rupert.

The port facilities in the Fraser River estuary are under the jurisdiction of the Fraser Harbour Commission and the North Fraser Harbour Commission. These ports handle great quantities of forest products and substantial tonnages of general cargo. They have facilities for handling containerized traffic and for serving the automobile carriers from Japan and elsewhere.

Of all the ports in western Canada, Vancouver is the largest. Indeed, in tonnage terms, Vancouver is the largest port on the west coast of either North or South America. While much of its tonnage consists of coal, sulphur, potash, and grain, Vancouver handles significant amounts of general cargo, including containerized traffic.

The Port of Churchill, on Hudson Bay, is important because of its strategic location. It serves as a supply base for oil exploration in northern areas and for settlements in that area. It is also used for the shipment of grain. While the port presently is ice free and thus open to conventional navigation for but a limited time each year, there are developments which may change that picture. Several countries, notably Canada, Norway, and Finland, are developing icebreaker ships which may be capable of making their way to such ports as Churchill in the winter months. The pace of these developments may well depend upon the rate of exploration in the Arctic and in the Antarctic.

There are several ports along the Great Lakes, of which Thunder Bay is the most important in terms of tonnage handled. Thunder Bay has for years served as the interchange point for grain moving by rail to the Great Lakes for transshipment by water to eastern Canada and to the export markets of the world. In recent years Thunder Bay has become an important port for the transshipment of coal from Alberta to Ontario.

While the Port of Toronto is small in terms of tonnage handled, the Toronto Port Commission is important for other reasons. It owns large parcels of valuable land, much of it fronting on the lake.

There are a number of ports along the St. Lawrence Seaway that do not compare with Canada's largest ports in terms of total tonnage handled. Nonetheless, these ports are vital to certain industries and to specific sectors of the economy. Some of these ports are located in relatively small communities. This means that the employment provided by the port contributes to the economy of that community in a significant fashion.

The ports of Port Colborne and Prescott are generally regarded as specialized grain handling ports. They handle significant tonnages of export grain each year. The Port of Trois-Rivieres serves most of Quebec's industry. The Port of Belledune is generally used for minerals and fertilizer.

Chicoutimi is the most important port in eastern Canada for the movement of bauxite and aluminum ingots. For this reason the port of Chicoutimi is important to the aluminum industry and to all fabricators of aluminum.

About half of all of the tonnage which moves through Canada's ports is handled by six ports: Vancouver, Thunder Bay, Montreal, Quebec City, Halifax, and Saint John, N.B. Despite the worldwide recession, these ports handled significant tonnages in 1982. Some even set new records. Exhibit 115 gives some indication of port activity in 1982. It shows the tonnages handled that year by each of these major ports.

Of all of these ports, Vancouver is the largest in terms of tonnages handled. In recent years that port has accounted for about one-sixth of all of the tonnages moved through Canadian ports. Vancouver's numbers are large, because that port handles great quantities of bulk products.

Exhibit 116 shows the total tonnage moved through six of Canada's largest ports from 1970 through 1978. As the exhibit indicates, during this period the tonnage increased significantly at several of these ports. Vancouver's tonnage increased from about 26 million tons to over 34 million tons — an increase of some 30%. During this period the tonnage handled by Saint John, N.B., almost doubled. It increased from about 6.5 million tons to over 12 million tons. Quebec City tonnage increased from nearly 9 million tons to something over 16 million tons -- an increase of almost 80%.

Of course the composition of the traffic at a port has an important bearing on the growth potential of the port. For many years Thunder Bay's traffic consisted almost entirely of grain, iron ore, and iron ore concentrates. Since that traffic was relatively steady for many years, the tonnage handled by the port changed relatively little. All of that changed when coal from western Canada began to move through Thunder Bay for Ontario Hydro. The tonnage handled by the port increased dramatically.

Exhibits 117-122 indicate generally the composition of the major components of the traffic moving through these ports. As exhibit 117 indicates, a substantial portion of Vancouver's traffic consisted of four bulk commodities: coal, potash, sulphur, and grain. Exhibit 118 indicates that during this period of time, most of the traffic handled by Thunder Bay consisted of wheat, iron ore, and iron ore concentrates.

Montreal's traffic was somewhat more diversified. For many years its major components consisted mainly of fuel oil, wheat, and gasoline. In recent years containerized traffic has become increasingly important. (See exhibit 119.)

The major components of the traffic moving through the Port of Quebec City have traditionally been fuel oil, wheat, and zinc ore concentrates. Here, too, containerized freight and general cargo have become increasingly important. (See exibit 120.)

During the early years of this decade, the major components of the traffic moving through the Port of Halifax consisted of crude petroleum and wheat. In recent years containerized traffic has loomed increasingly important. (See exhibit 121.)

As is true in the case of other major ports in eastern Canada, containerized traffic now represents an important component of the traffic moving through Saint John. In earlier years, the major components of its traffic consisted of crude petroleum, fuel oil, and wheat. (See exhibit 122.)

These exhibits relate only to those commodities which assume major importance in terms of the tonnage handled at each of these ports. More detailed statistics on the composition of this traffic are given in Appendix B. Of course all of these ports handled general cargo, sometimes in significant quantities.

There is no agreement as to when the first containerized traffic was moved on board a ship. That lack of agreement stems, at least in part, from the fact that there has been no consensus as to what constitutes a container. How does a container differ from a box that is used for the shipment of goods, and particularly a large box that has been constructed specifically for the movement of goods?

Today a container is generally regarded as a device that has been built specifically for the transportation of goods, which is well suited for use by two or more modes of transportation, and which is expected to be used for the transportation of goods for a reasonable period of time. But even if such a definition of a container is accepted, there are some problems.

A container may be designed for use by a trucking company that operates over the highways of a state or province that permits wide loads, long loads, high loads, and heavy loads. A container so designed should take full advantage of the economies of scale. But will such a container be suitable for ship-board transportation? Will its several dimensions enable the ship to make full use of its available space? [Sometimes equally important, can such a container be moved by truck over the highways of a state or province that imposes more restrictive size and weight limitations, or over a railway that must restrict container size because of the constraints imposed by bridge and tunnel clearance?]

Once such a container has moved in international commerce, can it be accommodated by the highways of the destination country and the trucking companies that use them? Can it be moved on the railways of the destination country, particularly if they are of a gauge which is more narrow than the standard gauge in North America?

Some considerations were important in the many attempts that have been made to standardize containers. Such attempts have been undertaken by shippers and shipping oragnizations throughout the world. While containers are not fully standardized today, signif-icant efforts have been made in that direction. This standardiza-tion, plus other factors, has encouraged the shipment of contain-erized cargo. Today containerized cargo represents a significant percent of the cargo which moves through many of the world's ports.

As has previously been noted, containerized traffic is increasingly important to a number of Canadian ports. In 1980 about half a million containers were handled by Canadian ports.

But since not all containers are the same size, as has previously been indicated, for meaningful comparison it is necessary to use some common unit. Since the 20 foot container is widely used, the "Twenty Equivalent Unit" has been established for that purpose. This means that each container which is 20 feet in length has been counted as one Twenty Equivalent Unit (TEU). Each container which is forty feet in length has been counted as two TEU's. Containers with other dimensions likewise have been converted to TEU's for statistical purposes.

As Exhibit 123 indicates, in 1980 about a quarter of a million TEU's arrived at Canadian ports. Four ports (Vancouver, Montreal, Halifax, and Saint John) received more than 25,000 TEU's, while other ports received significant numbers. [These figures are for the numbers of containers which arrived by water. They do not include containers, empty or loaded, which may have arrived by rail or by truck.]

Exhibit 124 shows the numbers of containers that were shipped (outbound) from Canadian ports in 1980. Four ports (Vancouver, Montreal, Halifax, and Saint John) dispatched more than 25,000 TEU's. As the exhibit indicates, Montreal accounted for over 40% of all of Canada's outbound containers which moved by sea. [Again it should be noted that these statistics do not include the containers which may have moved outbound from the port by rail or by truck.]

Exhibit 125 aggregates these figures and indicates the numbers of containers, by size, and by TEU's which moved through Canadian ports. This exhibit indicates that seven Canadian ports handled more than 1,000 TEU's in 1980. As the exhibit indicates, the Port of Montreal accounted for about 40% of all of Canada's container movements.

Exhibits 126-129 give some indication of the activities of all of the ports under the jurisdiction of the National Harbours Board. Exhibit 126 shows the numbers of tons of cargo handled from 1969 through 1978. Exhibit 127 indicates how many bushels of grain were handled by terminal elevators at NHB ports (and shipped through those ports). Exhibit 128 indicates the number of vessels that arrived at NHB ports during this period of time, and exhibit 129 indicates the gross registered tonnage of the vessels which arrived, in millions of tons.

In 1971 the operating revenues of the ports under the jurisdiction of the National Harbours Board amounted to some $45 million. That had increased to over $180 million in 1981. According to the annual reports of the National Harbours Board, its 1971 deficit amounted to some $11 million. The deficit was reduced significantly in 1979 (to some $2.3 million) and was erased in 1980. That year the NHB annual report indicates net income of over $17 million. In 1981 that figure rose to nearly $60 million. (See exhibits 130 and 131.)

Income statements for each of the NHB ports for the years 1971-1981 are shown in exhibit 132-146. Notes to these financial statements are shown on exhibit 147.

Some comparative statistics for NHB ports for the period 1977-1981 are given in exhibit 148.

Exhibit 113
Harbour Commission Ports and Ports under the Jurisdiction of Canada Ports Corporation in 1983
CANADA
Commission Ports
Canada Ports Corporation Ports
Arctic Ocean
U.S.A.
YUKON
NORTHWEST TERRITORIES
Pacific Ocean
Prince Rupert
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
Churchill
Hudson Bay
ONTARIO
QUEBEC
NEWFOUNDLAND
St. Johns
Port Alberni
Nanaimo
Vancouver
North Fraser Harbour
Fraser Harbour
U.S.A.
Thunder Bay
Sept-Isles
Baie des-Ha! Ha!
Chicoutimi
Quebec City
Trois Rivieres
Montreal
Toronto
Prescott
Oshawa
Hamilton
Port Colborne
Windsor
Belledune
P.E.I.
Atlantic Ocean
Halifax
NOVA SCOTIA
Saint John
NEW BRUNSWICK

Exhibit 114
Important Ports in Canada
by Province

Newfoundland

Argentia
Baie Verte
Bay Roberts
Bell Island
Botwood
Burgeo
Burin
Carmanville
Catalina
Clarenville
Corner Brook (Hughes Brook, Curling, Humbermouth)
Come-by-Chance
Fortune
Goose Bay
Grand Bank
Harbour Breton
Harbour Grace
Hawkes Bay
Holyrood
Lewisporte
Long Harbour
Long Pond (Manuels)
Marystown
Port-aux-Basques
Port Hope Simpson
Ramea
St. Albans
St. John's
St. Lawrence
Stephenville (St. George's Flat Bay, Flat Point, Turf Point)
Tilt Cove
Tommy's Arm

Prince Edward Island

Charlottetown
Souris
Summerside (Borden)

Nova Scotia

Amherst
Baddeck
Bridgewater
Digby
Halifax
Hantsport
Little Narrows
Liverpool (Brooklyn)
Lunenburg
Margaretsville
Mulgrave
North Sydney
Parrsboro
Pictou
Port Hawkesbury (Point Tupper)
Pugwash
Riverport
Shelburne
Sydney (Pt. Edward)
Walton
Wallace
Wolfville (Pt. Williams)
Yarmouth

New Brunswick

Bathurst
Belledune
Blacks Harbour
Campbellton
Caraquet
Chatham
Dalhousie
Grand Manan (North Head)
Moncton
Newcastle (Bridgetown)
Saint John
St. Andrews
St. Stephen

Quebec

Baie Comeau
Becancour
Blanc Sablon
Black Cape
Cap Chat
Carleton
Chandler
Chicoutimi
Contrecoeur
Donnacona
Forestville
Gaspe

Quebec - Concluded

Godbout
Grande Vallee
Grindstone
Havre-St.-Pierre
Lanoraie
Les Escoumins
Matane
Mont Louis
Montreal
New Richmond
Paspebiac
Pentecote
Pointe-au-Pic
Pointe-Noire (Clarke City)
Port Alfred
Port Cartier
Port Menier
Quebec
Rimouski
Riviere-du-Loup
St. Augustin
St. Jean Port Joli
St. Simeon
Ste. Anne des Monts
Sept-Iles
Sorel
Trois-Pistoles
Trois-Rivieres
Valleyfield
Varennes
Northern Quebec ports

Ontario

Amherstburg
Badgeley Island
Bath
Belleville
Britt
Byng Inlet
Cardinal
Clarkson
Cobourg
Colbourne
Collingwood
Cornwall
Courtright
Cutler
Depot Harbour
Erieau
Goderich
Hamilton
Killarney
Kingston
Kingsville
Lakeview
Little Current
Marathon
Michipicoten Harbour
Midland
Morrisburg
Nanticoke
Oakville (Bronte)
Oshawa
Owen Sound
Parry Sound
Pelee Island
Picton
Port Colborne
Port Credit
Port Hope
Port Lambton
Port Maitland
Port McNicoll
Port Stanley
Prescott
Red Rock
St. Catharines (Port Weller, Pt. Dalhousie)
Sarnia
Sault Ste. Marie (Marks Bay, Mill Pond)
Serpent River
Sombra
Thorold
Thunder Bay
Toronto
Trenton
Wallaceburg
Whitby
Whitefish River
Windsor (Walkerville, Sandwich, Ojibway, Riverside)
North Ontario ports

Manitoba

Churchill

British Columbia

Alert Bay
Bamberton
Beaver Cove
Beecher Bay
Bella Coola (S. Bentinck Arm)
Blind Bay
Blubber Bay
Britannia Beach
Broughton Strait (Mitchell Bay, Sointula)
Burrard Inlet (Indian Arm)
Bute Inlet (Butterfly Bay, Frederick Arm, Orford Bay, Patricia Bay, Stuart Island)
Campbell River (Duncan Bay)
Centre Bay
Chatham Sound (Big Bay, Cassiar, Digby Island, Port River, Skeena River, Tuck Inlet)
Chemainus
Courtenay
Cowichan Bay
Crofton (Crofthill)
Eastcoast Vancouver Island South (Burgoyne Bay, Colwood, Earle's Creek, Echo Bay, Echo Cove, Egmont, French Creek, Fullford Harbour, Gabriola Harbour, Ganges Harbour, Georgia Straits, Gibsons Landing, Half Moon Bay, Match Point, Hernando Island, Hornby Island, Lund, Madeira Park, Malaspina Straits, Mayne Island, Narrows Inlet, Northwest Bay, Otter Bay, Parksville, Pedder Bay, Pender Harbour, Porpoise Bay, Saanichton, Sand Heads, Saturna Island, Savary Island, Sechelt, Silva Bay, Stillwater, Telegraph Cove, Trail Island, Treat Creek, Welcome Pass)
Esquimalt
Fitz Hugh Sound (Collins Bay, Kemano, Klemtu, Shearwater, Tallheo)
Fraser River (Agamemnon Channel, Alhousat, Annis Bay, Haney, Langley, Maple Ridge, Pitt Lake)
Gold River
Gowland Harbour
Hecate Strait (Beattie Anchorage, Butedale, Cast Island, Douglas Channel, Hartley Bay, Iceberg Bay, Kitkatla)
Howe Sound (Anvil Island, Avalon Sort, Bowen Island, Gambier Island, Hopkins Landing, Langdale, Plowden Bay, Watts Point, West Bay)
Jervis Inlet (Goliath Bay, Lang Bay, Nelson Island, Princess Royal Reach)
Johnstone Strait (Apple River, Baker Island, Call Inlet, Church House, Cortez Island, Cracroft, Crawford Anchorage, Cutter Creek, D'Arcy Point, Discovery Passage, Forward Harbour, Goletas Channel, Gorge Harbour, Harwicke Island, Havannah Channel, Hoeya Sound, John's Point, Kelsey Bay, Lagoon Cove, Lewis Channel, Mansons Landing, McMullen Point, Naka Creek, Nodales Channel, Orange Point, Phillips Arm, Potts Lagoon, Quathiaski, Rankin Cove, Raza Island, Redonda, Refuge Cove, Robson Bight, Shaw Point, Styles Point, Turnbull Cove)
Kimsquit
Kitimat
Knight Inlet (Heydon Bay, Thompson Sound)
Ladysmith
Little Espinola Inlet
Loughborough Inlet
Lyall Harbour
Marble Bay
Masset
Menzies Bay

British Columbia - Continued

Milbanke Sound (Bella Bella, Berry Inlet, Burke Channel, Kwatna Inlet, Minerva Creek, Nekite River, Safety Cove)
Namu
Nanaimo (Harmac)
New Westminster
North Arm Fraser River (Duck Island)
Ocean Falls
Port Alberni
Port Hardy (Hardy Bay)
Port Harrey
Port Nelson
Port McNeill
Portland Inlet (Khutzeymateen Inlet, Kincolith, Somerville Bay)
Powell River
Prince Rupert
Quatsino
Queen Charlotte Strait (Drury Inlet, Shoal Harbour, Wakeman Sound)
Queen Charlotte Island (Alliford Bay, Bearskin Bay, Dinan Bay, Dogfish Bay, Heater Harbour, Heath Bay, Huston River, Lina Island, Louise Island, Lyell Island, Naden, Port Clements, Queen Charlotte City, Rennels Sound, Whalen Lake)
Ragged Inlet
Rivers Inlet (Dawsons Landing, Finn Bay, Goose Bay, Kilbella Bay, Owekino)
Roberts Bank
Rupert Inlet
Sewell Inlet
Seymour Inlet
Shannon Bay
Siwash
Skidegate
Smith Inlet
Sooke
South Bay
Squamish
Stewart
Tasu
Tahsis
Teakerne Arm
Texada
Toba Inlet
Twin Creeks
Ucleulet
Vananda
Vancouver (Port Moody, North Arm, Ioco, Burnaby, English Bay, False Creek, Dollarton)
Victoria
Watson Island
Westcoast Vancouver Island North (Allison Harbour, Boughey Bay, Bull Harbour, Chamiss Bay, East Inlet, Head Bay, Holberg, Jeune Landing, Kashutl Inlet, Kyuquot, McCurdey Creek, Tsowwin River, Winter Harbour)

British Columbia - Concluded

Westcoast Vancouver Island South (Bamfield, Barr Creek, Bedingfield Bay, Conuma River, Esperanza, Green Cove, Hecate Bay, Jordan River, Kildonan, Mooyah Bay, Moyeha Bay, Nootka Sound, Snug Basin, Stewardson Inlet, Toquart Bay)
Zeballos

Northwest Territories

Frobisher Bay

(Source: Coastwise Shipping Statistics (Ottawa: Statistics Canada cat. no. 54-210, 1980), pp. 100-102.)

Exhibit 115
Total Tonnage Moved through
Canada's Major Ports in 1982
(in metric tons)(1)

	Inbound Tonnage	Outbound Tonnage	Total Waterborne Tonnage
Churchill	600	572,704 Foreign 16,000 Domestic 588,704 Total	
Fraser Port	625,344 Foreign	593,093 Foreign	
Halifax	3,762,333 Foreign 1,653,587 Domestic 5,415,920 Total	3,804,090 Foreign 1,978,636 Domestic 5,782,726 Total	
Hamilton			8,731,735
Montreal	3,266,640 Foreign 5,589,143 Domestic 8,855,783 Total	6,598,978 Foreign 4,878,409 Domestic 11,477,387 Total	
Nanaimo	9,780,000	956,379	
Oshawa	274,850	17,659	
Prince Rupert	2,063 Foreign 370,669 Domestic 372.732 Total	1,947,734 Foreign 93,721 Domestic 2,041,455 Total	2,414,187
Quebec			17,525,621
Saint John, N.B.	4,531,000	3,907,000	
St. John's, Nfld.	819,411	282,707	1,102,118
Sept-Iles	1,600,518	17,306,277	
Thunder Bay	677,041	21,732,541	
Trois-Rivieres	1,253,000	1,022,000	
Vancouver	2,045,425 Foreign 2,551,000 Domestic 4,596,425 Total	40,327,715 Foreign 4,157,000 Domestic 40,327,715 Total	

(1) These are preliminary figures released by the various port authorities. The statistics may not be entirely comparable, because of differences in the ways in which various records are maintained. Some figures are for import and export traffic only. Some are total tonnage figures. In some instances it is difficult to determine whether the traffic is destined for a Canadian destination, for a foreign destination, or for transshipment.
All of these figures have been provided by the respective port authorities in response to requests made to them. Requests were made to some other ports for data, but the data was not received in time for publication.

Exhibit 116
Total Tonnage Moved through
Canada's Major Ports
1970-1978
(in tons)

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Vancouver	26,923,281		34,897,731	39,125,127		35,521,319	32,472,403	36,183,933	34,005,938
Thunder Bay	20,754,165		23,094,400	20,117,095		20,027,820	18,309,438	19,819,458	19,833,223
Montreal	22,376,281		20,342,051	21,179,321		18,632,938	15,566,248	16,810,146	16,237,997
Quebec	8,552,289		14,835,128	15,922,887		12,496,009	12,160,508	13,910,914	13,680,999
Halifax	11,072,468		11,715,936	13,704,341		11,742,732	10,475,051	11,079,461	11,015,907
Saint John	6,400,885		10,317,946	12,187,700		10,850,676	10,089,010	10,207,309	12,541,439

Note: Statistics Canada did not publish this data for 1971 or 1974.

Exhibit 117
Principal Commodities Moved through
Canada's Major Ports
1970-1978

Vancouver

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Wheat	3,938,498		5,323,815	5,673,838		4,099,680	3,417,481	5,232,687	5,122,218
Coal	3,716,391		8,316,415	10,015,656		11,507,659	9,336,930	9,568,002	5,267,239
Potash	1,191,170		1,654,276	1,432,726		1,877,688	1,475,944	1,322,708	1,601,730
Sulphur	1,380,682		1,654,749	2,276,481		1,747,424	2,133,882	2,660,367	2,424,749
Total all Traffic	26,923,281		34,897,731	39,125,127		35,531,319	32,472,403	36,183,933	34,005,938

Exhibit 118
Principal Commodities Moved through
Canada's Major Ports
1970–1978

Thunder Bay

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Wheat	8,247,097		10,329,643	8,783,935		9,589,610	8,516,002	9,643,476	9,412,775
Iron Ore and Concentrates	5,766,283		5,283,762	5,703,770		4,320,859	4,163,055	4,579,965	4,495,344
Coal	488,147		N/A	N/A		N/A	N/A	N/A	N/A
Total All Traffic	20,754,165		23,094,400	20,117,095		20,027,820	18,309,438	19,819,458	19,833,223

Exhibit 119
Principal Commodities Moved through
Canada's Major Ports
1970-1978

Montreal

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Fuel Oil	6,278,178		6,103,012	5,664,859		4,976,607	4,414,646	4,731,056	4,361,008
Wheat	3,608,236		4,081,497	2,094,291		3,962,031	2,972,784	3,442,976	2,476,175
Containerized Freight	N/A		1,225,548	1,731,062		1,388,004	1,645,037	1,715,903	2,249,899
Gasoline	1,852,605		1,665,282	1,110,634		1,464,126	1,015,694	1,147,358	1,198,181
Total all Traffic	22,376,281		20,342,051	21,179,321		18,632,938	15,566,248	16,810,146	16,237,997

Exhibit 120
Principal Commodities Moved through
Canada's Major Ports
1970-1978

Quebec

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Fuel Oil	2,029,054		3,865,684	3,555,121		2,130,550	1,564,167	2,032,561	2,422,138
Wheat	947,064		1,427,538	1,803,146		2,375,376	2,584,295	2,836,073	3,875,894
Zinc Ore Concentrates	498,258		432,441	718,484		472,960	538,765	284,907	360,279
Containerized Freight	N/A		695,507	926,995		494,322	636,363	688,098	578,896
Total all Traffic	8,552,289		14,835,128	15,922,887		12,496,009	12,160,508	13,910,914	13,680,999

Exhibit 121
Principal Commodities Moved through
Canada's Major Ports
1970-1978

Halifax

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Crude Petroleum	3,905,516		4,156,979	5,145,436		4,625,810	4,495,445	3,639,176	3,461,277
Wheat	481,454		658,370	544,233		498,307	326,562	504,704	338,162
Containerized Freight	N/A		1,069,607	1,361,855		1,390,107	1,033,163	1,625,799	1,845,572
Total All Traffic	11,072,468		11,715,936	13,704,341		11,742,732	10,475,051	11,079,461	11,015,907

Exhibit 122
Principal Commodities Moved through
Canada's Major Ports
1970-1978

Saint John

	1970	1971	1972	1973	1974	1975	1976	1977	1978
Crude Petroleum	2,565,564		5,324,360	6,621,688		6,232,263	5,266,211	4,386,643	5,990,100
Fuel Oil	1,087,319		1,771,140	2,440,192		1,665,398	1,520,197	2,054,364	2,696,296
Wheat	501,840		611,018	455,715		446,523	439,034	504,679	335,070
Containerized Freight	N/A		374,099	426,008		450,900	932,189	870,916	1,040,671
Total All Traffic	6,400,885		10,317,946	12,187,700		10,850,676	10,089,010	10,207,309	12,541,439

Exhibit 123
Numbers of Containers, by Size, and by
TEU Arriving at Canadian Ports in 1980

	20 Foot Containers		40 Foot Containers		Other		Total TEU's	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Halifax	23,033	1,734	25,865	5,374	-	-	73,056	12,482
Saint John	15,745	1,104	5,883	1,075	5	-	26,824	3,254
Montreal	69,742	21,481	13,712	5,012	-	-	96,328	31,505
Toronto	1,126	3	302	74	-	-	1,688	151
Hamilton	8	-	-	-	-	-	8	-
Windsor	101	-	42	2	-	-	185	4
Vancouver	24,308	8,495	7,902	1,917	1,961	2,006	40,947	14,839
New Westminster	521	2	164	-	-	-	849	2
Other	115	4	-	-	-	-	115	4
Totals	134,699	32,823	53,870	13,454	1,966	2,006	240,000	62,241

TEU means "Twenty Equivalent Unit".
These statistics include only containers which arrived by sea. They do not include the number of containers which arrived by rail or by truck.

Exhibit 124
Numbers of Containers, by Size, and by
TEU Departing from Canadian Ports in 1980

	20 Foot Containers		40 Foot Containers		Other		Total TEU's	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Halifax	28,868	194	32,181	791	-	-	89,759	1,776
Saint John	29,692	266	11,364	207	-	-	51,816	680
Montreal	96,827	1,961	21,577	654	-	-	136,387	3,269
Toronto	203	27	21	1	-	-	245	29
Hamilton	219	-	-	-	-	-	219	-
Windsor	3,527	1,426	1,467	191	-	-	6,464	1,808
Vancouver	28,640	2,688	9,794	961	4,074	220	52,166	4,887
New Westminster	708	1	12	-	-	-	730	1
Other	337	7	157	-	-	-	651	7
Totals	188,021	6,570	76,573	2,805	4,074	220	338,437	12,457

TEU means "Twenty Equivalent Unit".
These statistics include only containers which departed by sea. They do not include the number of containers which departed by rail or by truck.

Exhibit 125
Numbers of Containers, by Size, and by
TEU Handled by Canadian Ports in 1980

	20 Foot Containers		40 Foot Containers		Other		Total TEU's	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Halifax	51,901	1,928	58,046	6,165	-	-	162,815	14,258
Saint John	45,437	1,370	17,247	1,282	5	-	78,640	3,934
Montreal	165,569	23,442	35,289	5,666	-	-	232,715	34,774
Toronto	1,329	30	323	75	-	-	1,933	180
Hamilton	227	-	-	-	-	-	227	-
Windsor	3,628	1,426	1,509	193	-	-	6,649	1,812
Vancouver	52,948	11,183	17,696	2,878	6,035	2,226	93,113	19,726
New Westminster	1,229	3	176	-	-	-	1,579	3
Other	452	11	157	-	-	-	766	11
Totals	322,720	39,393	130,443	16,259	6,040	2,226	578,437	74,698

TEU means "Twenty Equivalent Unit".
These statistics include only containers which arrived or departed by sea. They do not include the number of containers which arrived or departed by rail or by truck.

Exhibit 126

Tonnage of Cargo Handled at NHB Ports
1969-1978
(in millions of tons)

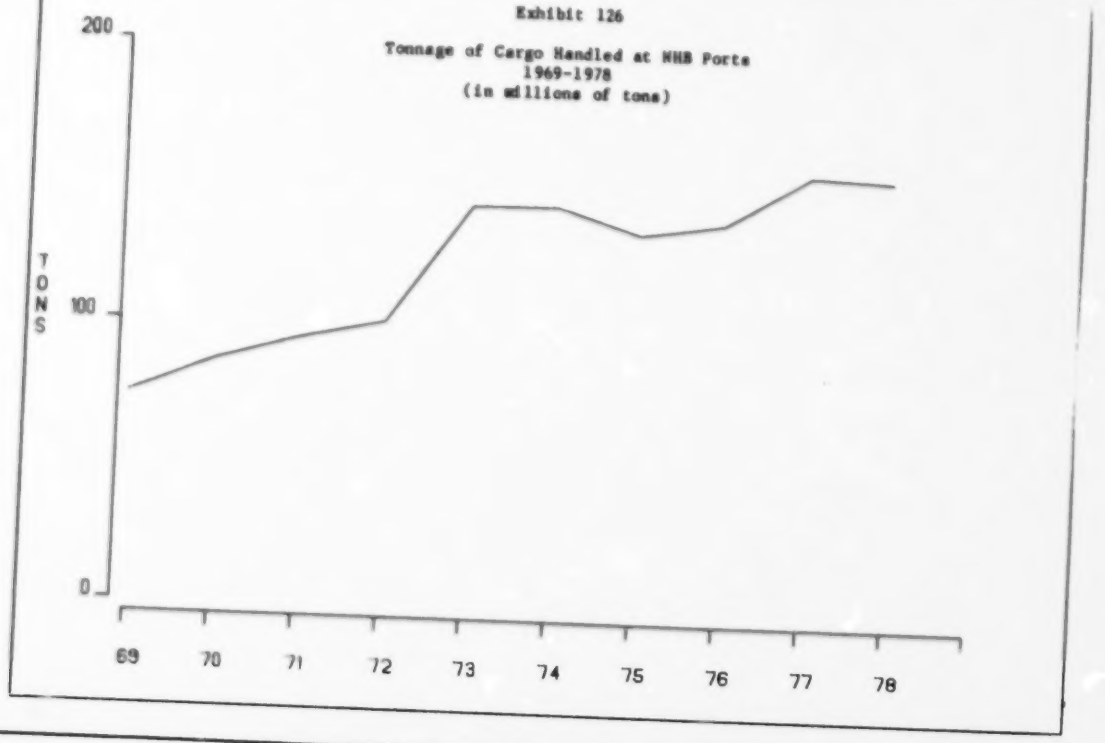

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Exhibit 127
Grain Shipped through NHB Ports
1969-1978
(in millions of bushels)

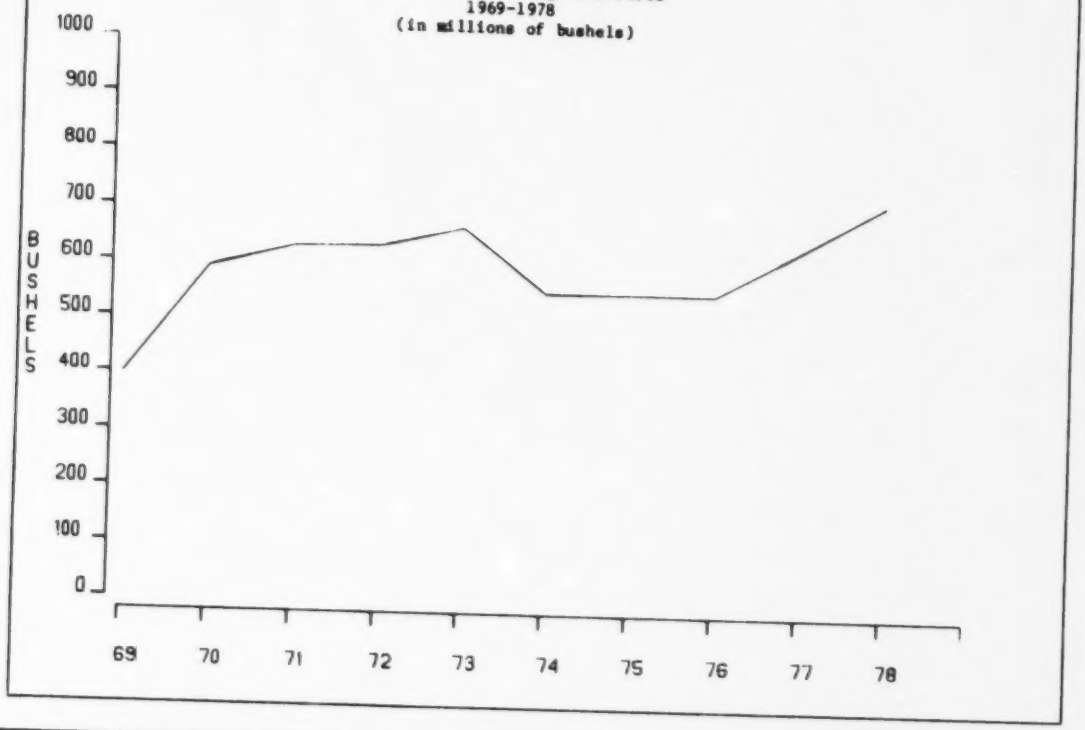

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Exhibit 128
Numbers of Vessels Which Arrived
at NHB Ports 1969-1978
(in thousands)

Exhibit 129
Gross Registered Tonnage of Vessels
Which Arrived at NHB Ports 1969-1978
(in millions of tons)

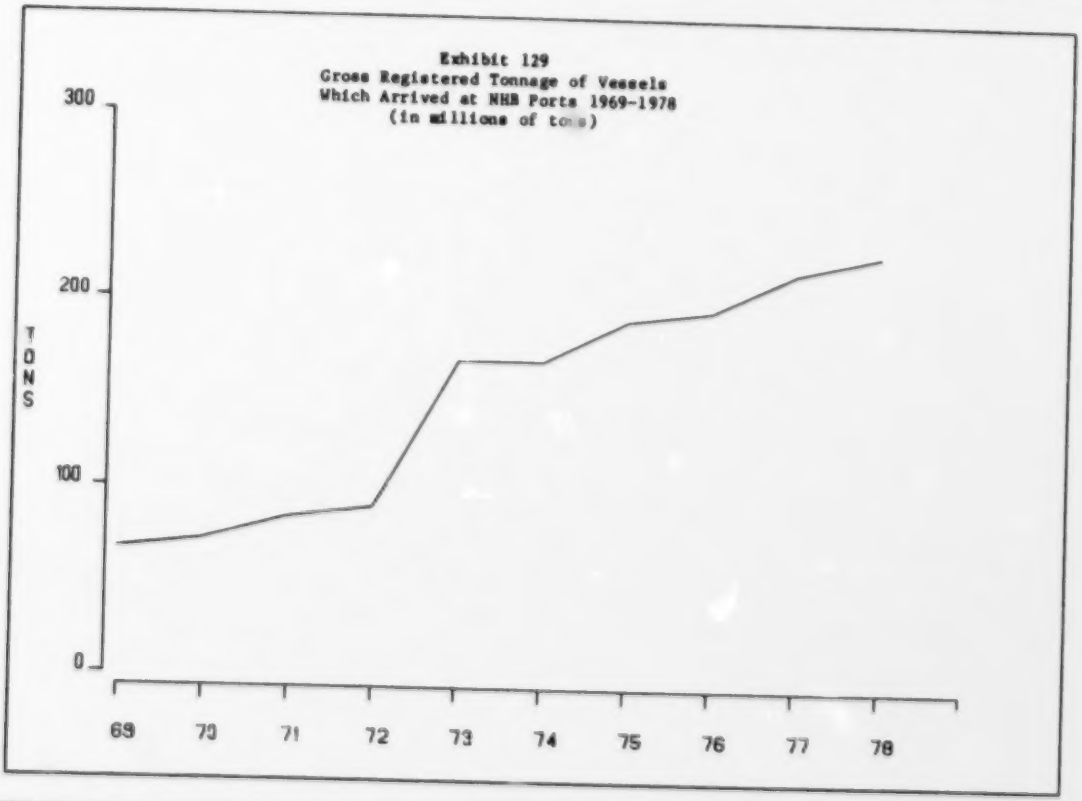

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Exhibit 130
Operating Revenues, Operating Profits, and
Net Income for [redacted] Ports 1971-1981
(in millions of dollars)

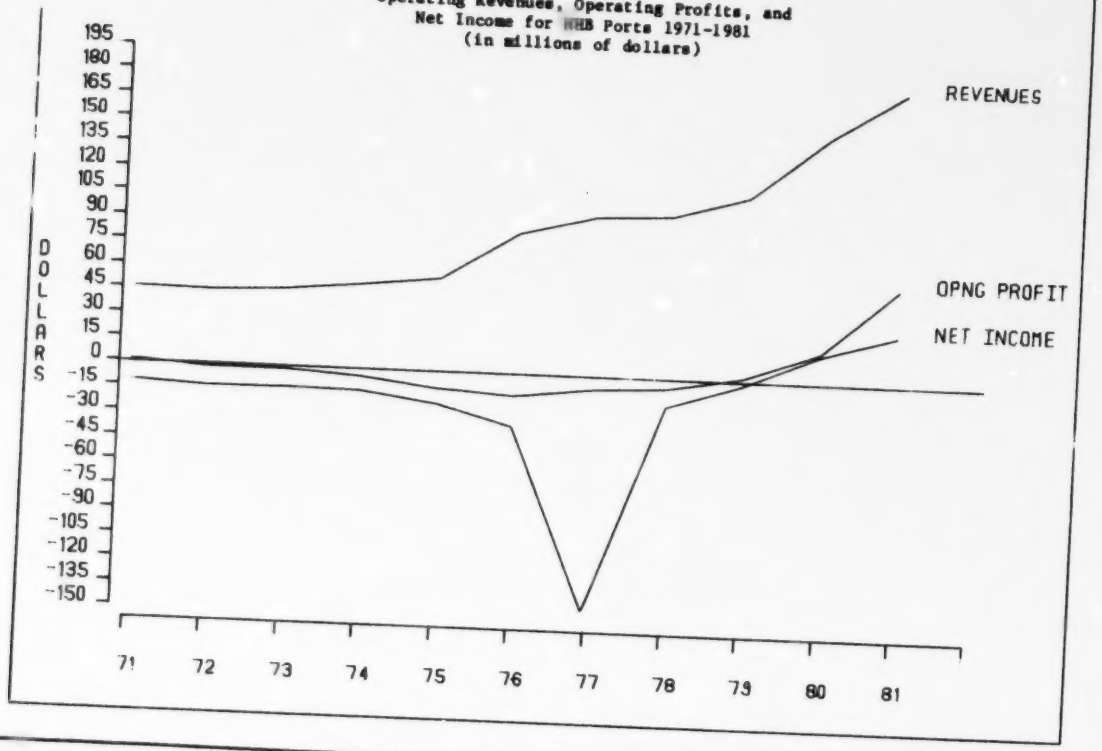

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Exhibit 131
Selected Financial Statistics for
NHB Ports 1971-1981
(in thousands of dollars)

Year ended 31 Dec	71	72	73	74	75	76	77[5]	78	79	80	81
($000's)											
Operating revenue	$ 45,830	$ 45,426	$ 47,139	$ 51,559	$ 57,000	$ 85,878	$ 98,130	$ 100,743	$ 113,675	$ 151,967	$ 180,833
Operating expenses[1]	45,185	47,992	49,222	56,389	68,200	100,044	106,048	106,509	111,612	133,144	150,322
Operating profit	645	(2,566)	(2,083)	(4,830)	(11,200)	(14,166)	(7,918)	(5,766)	2,063	18,823	30,511
Interest income	4,432	4,542	5,407	6,925	7,391	8,066	8,582	9,911	14,697	18,553	28,452
Interest expense[2]	(15,791)	(15,986)	(16,000)	(16,444)	(19,125)	(21,015)	(22,481)	(15,775)	(18,155)	(20,564)	(2,204)
Other income (expense)	-	-	-	-	2,134	-	-	(3,080)	(1,097)	548	3,089
Parliamentary appropriations	-	-	-	-	-	3,322	3,413	465	117	-	-
Loss from discontinued operations	-	-	-	-	-	-	-	(2,380)	-	-	-
Special depreciation charge	-	-	-	-	-	-	(133,642)	-	-	-	-
Extraordinary items	(704)	-	-	-	-	(9,131)	6,855	-	-	-	-
Net income[3]	$ (11,418)	$ (14,010)	$ (12,676)	$ (14,349)	$ (20,800)	$ (32,924)	$(145,191)	$ (16,625)	$ (2,375)	$ 17,360	$ 59,848

Accumulated deficit as at 31 December, 1981: $243,045,000.

N.B. Figures are approximate, and may not add due to rounding.

Source: National Harbours Board, Annual Reports (1971-81).

Exhibit 132
Selected Financial Statistics for the Port of Vancouver 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 6,204	$ 7,174	$ 7,681	$ 9,179	$ 9,717	$33,433	$39,241	$43,922	$51,314	$65,281	$78,173
Operating expenses	5,097	4,768	5,501	7,369	10,044	31,728	36,793	39,734	46,570	55,452	68,443
Operating profit(loss)	1,107	2,406	2,180	1,810	(327)	1,705	2,448	4,188	4,744	9,829	9,730
Interest income	994	1,026	986	1,114	1,340	1,388	1,538	2,130	-	-	-
Interest (expense)	(1,998)	(2,140)	(2,162)	(2,455)	(3,690)	(4,282)	(4,962)	(5,140)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	23	-	4,901	-	-	-	(9,223)[6]	(740)	(1,939)[8]	454[8]	7,959[8]
Extraordinary items	38	-	-	-	-	(6,516)	6,855	-	-	-	-
Net income (loss)	$ 163	$ 1,291	$ 5,905	$ 469	$(2,677)	$(7,704)	$(3,344)	$ 437	$ 2,805	$10,283	$17,689

Net fixed assets as at 31 Dec 81: $106,331,000
Accumulated surplus (deficit) as at 31 Dec 81: $ 40,327,000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 133
Selected Financial Statistics for the Port of Prince Rupert 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ -	$ 6	$ 72	$ 113	$ 112	$ 167	$ 300	$1,202	$1,644	$4,166	$4,953
Operating expenses	-	14	50	150	224	720	1,193	1,748	2,434	4,129	4,976
Operating profit(loss)	-	(8)	21	(36)	(112)	(553)	(893)	(546)	(790)	37	(23)
Interest income	-	-	-	-	8	3	-	14	N/A	-	-
Interest (expense)	-	-	-	(35)	(496)	(1,561)	(1,896)	(2,207)	N/A	-	-
Parliamentary appropriations	-	-	-	-	67	130	510	29	-	-	-
Other income (expense)	-	-	-	-	-	-	175[6]	-	N/A	(2,384)[8]	139[8]
Extraordinary items	-	-	-	-	-	-	-	-	N/A	-	-
Net income (loss)	$ -	$ (8)	$ 21	$ (72)	$ (533)	$(1,981)	$(2,105)	$(2,709)	$ N/A	$(7,347)	$ 116

Net fixed assets as at 31 Dec 81: $ 25,184,000
Accumulated surplus (deficit) as at 31 Dec 81: $(12,766,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (19).-81).

Exhibit 134
Selected Financial Statistics for
the Port of Churchill 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 2,210	$ 2,089	$ 1,840	$ 2,221	$ 2,810	$ 4,119	$ 5,220	$ 3,895	$ 4,353	$ 3,436	$ 5,857
Operating expenses	2,280	2,525	2,444	2,818	3,785	5,766	4,135	4,008	4,474	4,789	6,137
Operating profit(loss)	(70)	(436)	(603)	(591)	(975)	(1,648)	1,085	(113)	(121)	(1,353)	(280)
Interest income	42	35	24	45	37	40	72	189	-	-	-
Interest (expense)	(425)	(425)	(425)	(449)	(604)	(725)	(785)	(441)	-	-	-
Parliamentary appropriations	-	-	-	-	301	-	-	-	-	-	-
Other income (expense)	-	-	1	-	-	-	(6,482)[6]	(10)	(456)[8]	(603)[8]	858[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ (453)	$ (825)	$(1,002)	$ (995)	$(1,240)	$(2,332)	$(6,109)	$ 377	$ (577)	$(1,956)	$ 578

Net fixed assets as at 31 Dec 81: $ 12,884,000
Accumulated surplus (deficit) as at 31 Dec 81: $(26,494,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 135
Selected Financial Statistics for the Port of Port Colborne 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 341	$ 420	$ 465	$ 621	$ 846	$ 683	$1,181	$ 746	$ 964	$1,968	$2,287
Operating expenses	484	527	565	685	798	834	1,250	1,021	1,102	1,421	1,505
Operating profit(loss)	(143)	(107)	(100)	(63)	48	(151)	(70)	(274)	(138)	547	782
Interest income	150	161	216	255	271	300	298	327	-	-	-
Interest (expense)	-	-	-	-	-	-	-	-	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(592)[6]	-	387[8]	696[8]	715[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ 7	$ 55	$ 116	$ 192	$ 320	$ 149	$ (363)	$ 46	$ 249	$1,243	$1,497

Net fixed assets as at 31 Dec 81: $1,164,000
Accumulated surplus (deficit) as at 31 Dec 81: $5,432,000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 136
Selected Financial Statistics for the Port of Prescott 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 737	$ 914	$ 928	$ 1,230	$ 1,651	$ 1,710	$ 1,771	$ 1,388	$ 2,152	$ 1,844	$ 2,532
Operating expenses	903	956	1,179	1,367	1,495	1,734	1,519	1,483	1,843	1,685	1,946
Operating profit(loss)	(166)	(42)	(251)	(137)	156	(24)	251	(95)	309	159	586
Interest income	302	322	465	571	598	710	731	754	-	-	-
Interest (expense)	-	-	-	-	-	-	(4)	-	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(2,627)[6]	(11)	1,044[8]	1,415[8]	1,715[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ 136	$ 280	$ 213	$ 435	$ 755	$ 686	$(1,648)	$ 647	$ 1,353	$ 1,574	$ 2,301

Net fixed assets as at 31 Dec 81: $ 3,029,000
Accumulated surplus (deficit) as at 31 Dec 81: $12,662,000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 137
Selected Financial Statistics for
the Port of Montreal 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$22,028	$19,282	$20,230	$20,947	$23,522	$24,343	$25,919	$29,070	$27,939	$43,538	$48,334
Operating expenses	21,569	22,489	22,357	25,639	29,159	30,441	29,975	34,845	30,150	38,610	37,649
Operating profit(loss)	(460)	(3,207)	(2,127)	(4,692)	(5,637)	(6,097)	(4,056)	(5,774)	(2,211)	(4,928)	10,685
Interest income	1,861	1,946	2,349	2,987	3,112	3,282	3,579	4,038	-	-	-
Interest (expense)	(5,514)	(5,514)	(5,514)	(5,514)	(5,514)	(5,514)	(5,514)	(5,514)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	(455)	(696)	(2,601)	-	-	-	(44,974)[6]	(1,967)	(779)[8]	486[8]	7,939[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$(3,645)	$(7,470)	$(7,892)	$(7,220)	$(8,039)	$(8,329)	$(50,966)	$(9,217)	$(2,990)	$ 5,414	$18,624

Net fixed assets as at 31 Dec 81: $ 101,963,000
Accumulated surplus (deficit) as at 31 Dec 81: $(103,029,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 138
Selected Financial Statistics for
the Port of Trois-Rivieres 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 955	$ 971	$ 826	$ 802	$ 804	$ 997	$1,023	$1,213	$1,462	$1,663	$1,687
Operating expenses	484	694	794	732	919	922	1,239	919	925	1,003	1,450
Operating profit(loss)	472	277	32	69	(115)	75	(215)	295	537	660	237
Interest income	275	298	435	545	581	689	729	825	-	-	-
Interest (expense)	(109)	(109)	(109)	(110)	(110)	(110)	(110)	-	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	6	3	-	-	-	(1,275)[6]	(141)	1,107[8]	830[8]	568[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ 637	$ 471	$ 360	$ 504	$ 357	$ 655	$ (871)	$ 979	$1,644	$1,490	$ 805

Net fixed assets as at 31 Dec 81: $30,897,000
Accumulated surplus (deficit) as at 31 Dec 81: $14,885,000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 139
Selected Financial Statistics for
the Port of Quebec 1971-1981
(in thousands of dollars)

Year ended (000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 4,617	$ 4,469	$ 4,819	$ 4,697	$ 4,240	$ 5,279	$ 5,633	$ 6,125	$ 7,975	$10,615	$12,249
Operating expenses	3,917	4,187	4,340	4,678	4,450	6,072	5,566	6,282	7,377	6,932	7,509
Operating profit(loss)	700	282	478	20	(209)	(793)	67	(157)	598	3,683	4,740
Interest income	177	195	340	568	650	811	868	899	-	-	-
Interest (expense)	(2,060)	(2,061)	(2,061)	(2,061)	(2,061)	(2,061)	(2,129)	-	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	(1)	(33)	-	-	-	-	(11,076)[6]	(65)	1,289[8]	1,336[8]	4,503[8]
Extraordinary items	(665)	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$(1,869)	$(1,619)	$(1,242)	$(1,472)	$(1,611)	$(2,042)	$12,291	$ 676	$ 1,887	$ 5,199	$11,243

Net fixed assets as at 31 Dec 81: $ 30,897,000
Accumulated surplus (deficit) as at 31 Dec 81: $(49,539,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 140
Selected Financial Statistics for
the Port of Chicoutimi 1971-1981
(in thousands of dollars)

Year ended (000$)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[5]	31 Dec 80[5]	31 Dec 81[5]
Operating revenue	$ 216	$ 228	$ 237	$ 246	$ 293	$ 314	$ 514	$ 681	$ 782	$ 944	$ 1,018
Operating expenses	158	212	258	227	273	274	357	364	381	561	542
Operating profit(loss)	58	16	(21)	19	22	41	157	317	411	383	476
Interest income	120	128	170	206	231	265	204	214	-	-	-
Interest (expense)	(106)	(106)	(106)	(106)	(106)	(106)	(171)	(72)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(1,368)[6]	(27)	197[5]	234[5]	484[5]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ 73	$ 30	$ 34	$ 120	$ 148	$ 200	$(1,176)	$ 433	$ 608	$ 717	$ 962

Net fixed assets as at 31 Dec 81: $1,939,000
Accumulated surplus (deficit) as at 31 Dec 81: $ 434,000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 141
Selected Financial Statistics for
the Port of Sept-Iles 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ -	$ -	$ 228	$ 384	$ 542	$ 537	$ 676	$ 674	$1,022	$ 998	$1,204
Operating expenses	-	-	55	732	805	1,165	652	882	903	1,694	1,336
Operating profit(loss)	-	-	173	(349)	(263)	(627)	25	(208)	119	(696)	(132)
Interest income	-	-	-	-	0	-	5	23	-	-	-
Interest (expense)	-	-	-	-	(10)	(24)	(72)	(204)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	159[6]	-	(186)[8]	(153)[8]	177[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ -	$ -	$ 173	$ (349)	$ (274)	$ (651)	$ 117	$ 390	$ (67)	$ (849)	$ 45

Net fixed assets as at 31 Dec 81: $ 6,230,000
Accumulated surplus (deficit) as at 31 Dec 81: $(1,532,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 142
Selected Financial Statistics for the Port of Belledune 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 186	$ 150	$ 148	$ 158	$ 166	$ 63	$ 96	$ 145	$ 155	$ 192	$ 161
Operating expenses	43	43	47	52	87	34	92	90	93	95	133
Operating profit(loss)	143	113	101	106	80	28	4	55	62	97	28
Interest income	-	-	-	-	4	5	10	20	-	-	-
Interest (expense)	(151)	(151)	(151)	(151)	(151)	(151)	(151)	(151)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(338)[6]	-	(108)[8]	(76)[8]	47[8]
Extraordinary items	-	-	-	-	-	(45)	-	-	-	-	-
Net income (loss)	$ (8)	$ (38)	$ (49)	$ (45)	$ (67)	$(162)	$(476)	$ (76)	$ (46)	$ 21	$ 75

Net fixed assets as at 31 Dec 81: $1,522,000
Accumulated surplus (deficit) as at 31 Dec 81: $(1,009,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 143
Selected Financial Statistics for
the Port of Baie des Ha! Ha! 1971-1981
(in thousands of dollars)

Year ended	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[5]	31 Dec 80[5]	31 Dec 81[5]
($000)											
Operating revenue	$ -	$ -	$ 37	$ 55	$ 61	$ 31	$ 110	$ 73	$ 60	$ 106	$ 103
Operating expenses	-	-	-	45	60	80	33	37	40	34	112
Operating profit(loss)	-	-	37	10	1	(46)	77	35	20	72	(9)
Interest income	-	-	-	-	-	-	1	7	-	-	-
Interest (expense)	-	-	-	-	-	-	-	-	-	-	-
Parliamentary appropriations	-	-	-	-	-	9	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(4)[6]	-	14[6]	23[6]	45[6]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ -	$ -	$ 37	$ 10	$ 1	$ (39)	$ 74	$ 43	$ 34	$ 95	$ 36

Net fixed assets as at 31 Dec 81: $ 1,000
Accumulated surplus (deficit) as at 31 Dec 81: $(9),000

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 144
Selected Financial Statistics for
the Port of St. John, N.B. 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 1,826	$ 2,449	$ 2,042	$ 2,282	$ 2,878	$ 4,096	$ 4,847	$ 4,827	$ 6,019	$ 8,339	$ 10,041
Operating expenses	2,348	2,569	2,575	3,200	3,711	5,272	6,239	6,657	7,072	6,885	8,519
Operating profit(loss)	(522)	(119)	(533)	(917)	(833)	(1,177)	(1,392)	(1,831)	(1,053)	1,454	1,522
Interest income	215	190	252	476	332	175	183	281	-	-	-
Interest (expense)	(1,233)	(1,233)	(1,233)	(1,299)	(2,096)	(2,158)	(2,317)	(1,563)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	(181)	(209)	0	-	-	-	(7,808)[6]	(17)	(1,641)[8]	(2,484)[8]	617[8]
Extraordinary items	-	-	-	-	-	(2,570)	-	-	-	-	-
Net income (loss)	$ (1,720)	$ (1,370)	$ (1,514)	$ (1,740)	$ (2,598)	$ (5,730)	$(11,335)	$ (3,129)	$ (2,694)	$ (1,030)	$ 2,139

Net fixed assets as at 31 Dec 81: $ 83,795,000
Accumulated surplus (deficit) as at 31 Dec 81: $(61,059,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 145
Selected Financial Statistics for the Port of Halifax 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 3,227	$ 3,559	$ 3,068	$ 3,759	$ 4,226	$ 4,734	$ 5,993	$ 5,857	$ 6,809	$ 7,636	$ 10,650
Operating expenses	4,593	5,217	5,113	5,304	6,068	6,354	7,038	7,316	7,147	8,105	8,437
Operating profit(loss)	(1,367)	(1,658)	(2,045)	(1,545)	(1,842)	(1,620)	(1,045)	(1,459)	(388)	(469)	2,213
Interest income	283	159	94	60	53	64	42	65	-	-	-
Interest (expense)	(1,381)	(1,435)	(1,429)	(1,452)	(1,475)	(1,511)	(1,537)	(406)	-	-	-
Parliamentary appropriations	-	-	984	375	450	424	(424)	435	-	-	-
Other income (expense)	26	(635)	(252)	-	-	-	(15,193)[6]	(94)	(1,217)[8]	(1,666)[8]	958[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ (2,318)	$ (3,570)	$ (2,647)	$ (2,562)	$ (2,814)	$ (2,643)	$(16,157)	$ (1,460)	$ (1,555)	$ (2,135)	$ 3,171

Net fixed assets as at 31 Dec 81: $ 40,129,000
Accumulated surplus (deficit) as at 31 Dec 81: $(57,912,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 146
Selected Financial Statistics for
the Port of St. John's, Nfld. 1971-1981
(in thousands of dollars)

Year ended ($000)	31 Dec 71	31 Dec 72	31 Dec 73	31 Dec 74	31 Dec 75	31 Dec 76[4]	31 Dec 77	31 Dec 78	31 Dec 79[8]	31 Dec 80[8]	31 Dec 81[8]
Operating revenue	$ 408	$ 482	$ 726	$ 673	$ 697	$ 671	$ 732	$ 921	$ 1,015	$ 1,218	$ 1,583
Operating expenses	445	477	496	588	765	796	1,031	1,120	1,101	1,754	1,371
Operating profit(loss)	(37)	5	230	84	(68)	(124)	(299)	(199)	(86)	(536)	212
Interest income	31	37	63	95	96	123	114	126	-	-	-
Interest (expense)	-	-	-	-	-	-	(18)	(75)	-	-	-
Parliamentary appropriations	-	-	-	-	-	-	-	-	-	-	-
Other income (expense)	-	-	-	-	-	-	(1,832)[6]	-	77[8]	177[8]	335[8]
Extraordinary items	-	-	-	-	-	-	-	-	-	-	-
Net income (loss)	$ (3)	$ 43	$ 293	$ 180	$ 28	$ (1)	$(2,035)	$ (148)	$ (9)	$ (359)	$ 547

Net fixed assets as at 31 Dec 81: $ 7,850,000
Accumulated surplus (deficit) as at 31 Dec 81: $(1,885,000)

N.B. Figures are approximate and may not add due to rounding.

Source: National Harbours Board, Annual Reports, (1971-81).

Exhibit 147
Notes to Selected Financial Statistics
for NHB Ports in Exhibits 130-146

(1) Depreciation is calculated on a straight-line basis using rates which reflect the estimated useful lives of the assets. Assets are recorded at cost, except for those transferred to the Board from the Crown, which are recorded at appraisal estimates.

(2) Pursuant to an Order-in-Council of January, 1981, interest-bearing loans from Canada as at 31 December, 1980 in the amount of $343,423,000 were replaced with interest-bearing loans from Canada of $25,684,000 and non-interest-bearing loans from Canada of $317,739,000, having an indefinite due date, and requiring no principal repayments. Interest on loans of $157,642,000 to 31 December, 1980 to be treated as a debt which is not due and payable.

(3) The National Harbours Board is not subject to Canadian Income Tax.

(4) Restated to reflect the 1977 accounting changes.

(5) The accounting treatment for depreciation and fixed assets changed in the year ended 31 December, 1977, thereby resulting in a special depreciation charge of $133,642,000.

(6) Includes special depreciation charge which was levied during this period (see Note 5).

(7) Sept-Iles and Baie des Ha! Ha! were not brought under NHB management until 1973.

(8) Individual port statements for the years 1979, 1980, and 1981 did not differentiate between interest income (expense) and other income (expense). For 1979 only, "other income (expense)" figures also include Parliamentary appropriations.

(9) Prince Rupert did not come under NHB control until 1972.

Exhibit 148
Selected Operating and Financial
Statistics for NHB Ports 1977-1981

	1981	1980	1979	1978	1977
Results of Operations					
Operating revenue	$ 180.8	$ 152.0	$ 113.7	$ 100.7	$ 98.1
Operating expenses	150.3	133.2	111.6	106.5	106.0
Operating income (loss)	30.5	18.8	2.1	(5.8)	(7.9)
Other income (expense) - net	29.3	(1.4)	(4.5)	(10.8)	(137.3)
Net income (loss)	59.8	17.4	(2.4)	(16.6)	(145.2)
Funds provided by operations	71.5	57.3	28.2	17.0	14.5
Financial Position at Year End					
Working Capital	$ 107.2	$ 161.1	$ 117.0	$ 111.9	$ 100.1
Fixed assets — at cost	752.4	715.3	685.9	647.7	700.4
Total assets	682.3	620.1	568.8	526.3	539.6
Equity (Deficit) of Canada	106.3	46.5	30.6	33.0	(274.9)
Capital Expenditures (by source of funding)					
Working capital	$ 47.4	$ 10.3	$ 25.3	$ 1.9	$ 6.1
Loans	--	22.8	21.3	28.8	18.0
Grants	17.6	4.8	5.8	7.8	1.4
Interdepartmental transfers	--	--	5.7	--	--
Total	$ 65.0	$ 37.9	$ 58.1	$ 38.5	$ 25.5
Metric Tonnage through NHB Ports					
Grain	27.0	29.2	21.4	22.5	21.3
Bulk other than grain	114.2	113.7	117.0	101.4	104.0
Container	7.5	7.2	7.1	6.6	6.3
Other general cargo	11.8	12.9	12.0	11.6	12.6
Total	160.5	163.0	157.5	142.1	144.2
Traffic					
Vessel arrivals	33,031	35,854	35,458	37,452	38.062
Employees					
Average number of employees	1,766	1,777	1,865	1,967	2,144
Ratios					
Return on fixed assets employed	8.2%	2.5%	(0.4%)	(2.5%)	(2.7%)
Operating revenue/tonne	$ 1.13	93¢	72¢	71¢	68¢
Tonnes/employee	90,883	91,728	84,450	72,242	67,257

Source: NHB 1981 Annual Report

Section IV
The St. Lawrence Seaway

Introduction

The Great Lakes-St. Lawrence River waterway (exhibit 149) is one of the great natural assets of the North American continent and has played an integral role in its economic development from the period of earliest settlement. The Great Lakes and the St. Lawrence River combine to form a water route to the Gulf of St. Lawrence and the Atlantic — a distance of 2,400 miles. But certain natural features of the route — principally Niagara Falls, the rapids between Lake Ontario and Montreal, and narrow connecting channels between the Lakes — have presented severe obstacles to navigation.

The border between Canada and the United States runs through the center of four of the Lakes. East of the Lakes, the St. Lawrence River flows northeast through over 1,000 miles of Canadian territory to the sea. A 112-mile section of the St. Lawrence River between Montreal and Lake Ontario lies under the joint jurisdiction of Canada and the United States and is known as the "international section." [1]

Over the decades each country has developed the waterway in its jurisdiction according to its own needs. The United States gradually improved the connecting channels of the Great Lakes and built locks and a canal to bypass the rapids of the St. Marys River[2], providing passage for iron ore, grain, and other commodities between Lake Superior and the adjoining Lakes Michigan and Huron.

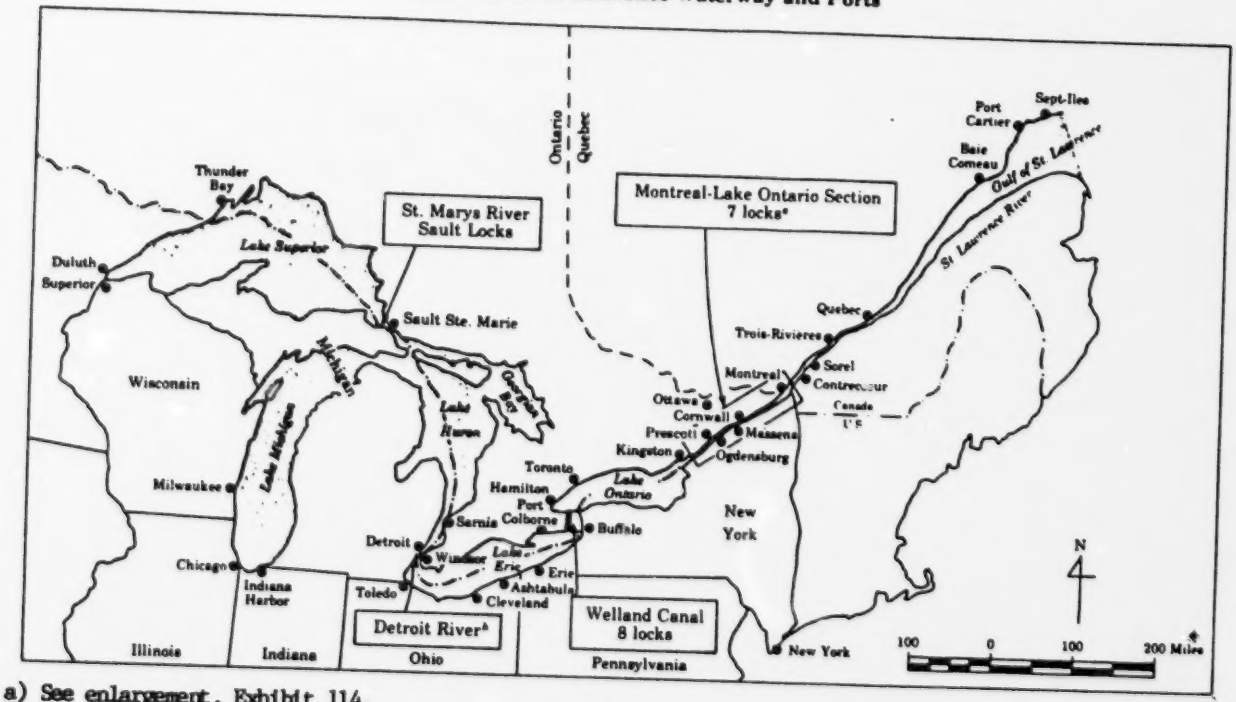
Canada built the Welland Canal, linking Lake Erie to Lake Ontario with a canal and lockage system, to bypass the mighty Niagara Falls.

The St. Lawrence River had also been gradually improved between Montreal and Lake Ontario by the construction of canals and locks on the Canadian side. By 1848 there was a seven-foot-deep passage to Montreal, and by 1904 this had been deepened and expanded to fourteen feet. Already, farsighted merchants and industrialists were envisioning a "seaway," a deep-water channel that would permit large oceangoing vessels to sail from the Atlantic up the St. Lawrence into the Great Lakes and would also permit Lake carriers to transport export cargoes from the Lakes to Montreal or beyond for transfer to oceangoing vessels.

Much of the information which appears in this chapter has been taken from The St. Lawrence Seaway, by Gennifer Sussman and published jointly by the C.D. Howe Research Institute of Canada and the National Planning Association of the United States.

Exhibit 149

Great Lakes-St. Lawrence Waterway and Ports



a) See enlargement, Exhibit 114.
b) St. Clair River, Lake St. Clair, and the Detroit River.

The navigation and power project completed in 1959 was a major engineering feat that took five years to complete. It required, for example, draining the Long Sault rapids and carrying out construction while temporary dams held back the waters of the St. Lawrence. The St. Lawrence River narrows at the port of Quebec to a channel with a dredged depth of 35 feet that continues to Montreal, 1,000 miles from the Atlantic. Over the 182 miles between Montreal and Lake Ontario, seven locks raise vessels over 225 feet on their voyages through the system built to bypass the rapids.

Exhibit 150 shows these locks, while exhibit 151 shows in profile the passage of a vessel traversing the system, westward from Montreal. Two locks, the St. Lambert and the St. Catherine, linked by a channel, bypass the Lachine rapids. Vessels then cross Lake St. Louis and enter the 16-mile Soulanges section, where the two Beauharnois locks lift them 82 feet to the level of Lake St. Francis. This 29-mile lake was dredged and otherwise improved to permit navigation by deepsea vessels. The 112-mile international section is navigated in two parts. Shipping passes first through two locks built on the U.S. side — the Snell and Eisenhower locks, linked by the 10-mile Wiley Dondero Ship Canal -- and then crosses Lake St. Lawrence, a man-made lake in Canadian territory. A Canadian control lock at Iroquois, Ontario, lies between Lake St. Lawrence and the final 68-mile passage to Lake Ontario through the Thousand Islands section. This portion of the route was widened and deepened and is now maintained by the United States' Saint Lawrence Seaway Development Corporation.

At the western end of Lake Ontario, the Welland Canal, with a series of eight locks completed in 1932[3], bypasses Niagara Falls on the Canadian side, raising shipping 326 feet to the level of Lake Erie. These two discontinuous lockage and canal systems comprise the St. Lawrence Seaway and fall under the jurisdiction of the respective Seaway authorities of the two partner countries[4].

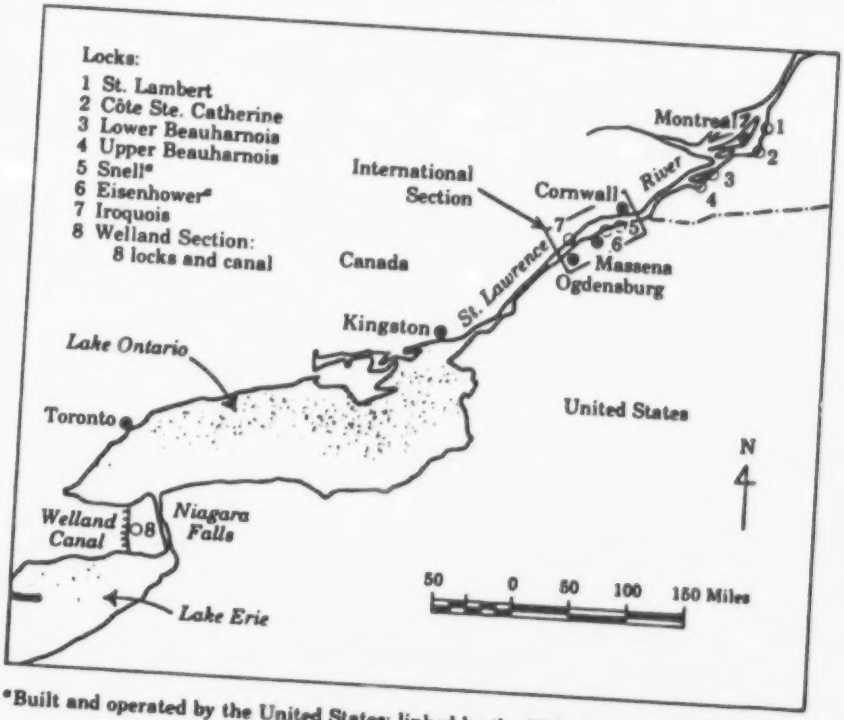
The Welland Canal and the Montreal-Lake Ontario (M-LO) sections of the Great Lakes-St. Lawrence navigation route are only two of the narrow passages traveled by shipping en route between Lake Superior and the Atlantic Ocean. As exhibit 149 shows, to pass from Lake Superior to the sea, as about half of all Seaway traffic does, ships must also pass through the St. Marys River and the Sault locks and the channels connecting Lake Huron with Lake Erie -- the St. Clair River, Lake St. Clair, and the Detroit River -- all improved and maintained free of charge by the U.S. government[5].

The Significance of Opening the Lakes to Larger Shipping

The completion of the Seaway in 1959 made possible an expansion of trade patterns already well established on the Lakes. Further development of the international section was long overdue as a means of facilitating the passage of goods from the Midwest to the East of both countries. Proponents of the Seaway foresaw deep-water ocean-going ships sailing up the St. Lawrence to the ports of the Great Lakes, and this has indeed become a reality[6]. The ability of the large Lake vessels to sail out of the Lakes to Montreal and below

Exhibit 150

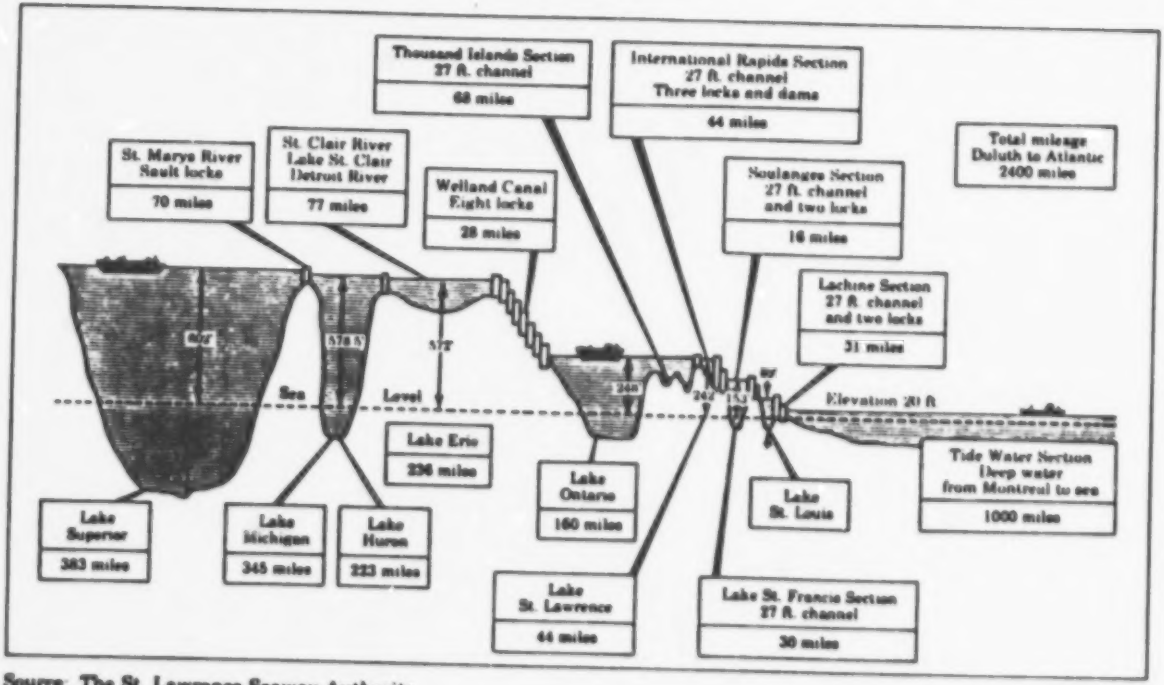
The St. Lawrence Seaway



*Built and operated by the United States; linked by the Wiley-Dondero Ship Canal.

Exhibit 151

The Topography of the Great Lakes-St. Lawrence Seaway System in Profile



Source: The St. Lawrence Seaway Authority.

was, however, of even more economic significance. Lakers are the most efficient means of carrying goods on the Lakes. They are built with flat bottoms, suitable for the fresh-water wave patterns of the Lakes and the St. Lawrence River, and make the most efficient use of Seaway lockage capacity[7]. The oceangoing vessels that come into the system have a much smaller capacity and a much deeper draft relative to their size. Nearly half cannot go fully loaded through the locks but must "top off" at Montreal or another St. Lawrence port en route to the sea.

Canada and the United States viewed the Seaway as the means to fulfillment of differing objectives. Each country anticipated specific benefits from improved navigation into the Lakes; however, the nature of these benefits changed during the course of the long period when the Seaway was under consideration. No less important to the successful culmination of the project was the acute need of both countries to harness the immense hydro-electric resources of the St. Lawrence. This section deals only with the navigation aspects of the Seaway project, but the power-development phase bore a substantial part of total Seaway costs, and power interests provided a significant impetus to the successful conclusion of the entire project.

The United States viewed the Seaway as a potentially inexpensive route to eastern and export markets for the manufactured goods of the Midwest. It has a concentration of heavy industry in the Great Lakes hinterland; 70 percent of total U.S. steel-making capacity is located either in Lake ports or near enough to be served by them. Because these industrial areas generate large and varied cargoes of manufactured goods for export, the United States undertook an extensive and costly program to convert the Lake ports into deep-water ports that could handle oceangoing vessels. U.S. government operating and construction subsidies that were favorable to U.S. ocean shipping, however, did not, in general, apply to Lake shipping. U.S. Lake ports developed the capability for handling ocean shipping, but there was a lag between the opening of the Montreal-Lake Ontario section and completion of the port-development program, and then another lag before amendments to the Merchant Marine Act of 1970 formally altered the status of Lake ports and shipping. As a result, a "general cargo"[8] traffic in manufactured goods for export did not develop as the Lake ports had originally hoped. The recent development of container shipping has now eroded some of the existing general cargo potential for the Lake ports, as goods packed in containers can be handled most economically in oceangoing ships too large for the Seaway.

In the 1930s and 1940s Canada looked on the Seaway as a means of facilitating a growing traffic in grain exports. Until the 1920s Canadian railroads had been more than adequate to carry grain east from the Prairies. As supplies of grain increased, an extensive movement on the Lakes developed. After 1932, Lake vessels could go through the Welland Canal to Lake Ontario but still had to unload their cargoes at Lake Ontario ports for shipment in small canallers through to the ports on the St. Lawrence. Not until the M-LO section was completed was a switch made to lakers that could use the Welland locks to maximum capacity.

By the 1950s, however, one major development — the discovery of Quebec-Labrador iron ore deposits — had altered the potential of the Seaway and would dictate in large part the patterns of its future use. This development provided a major impetus to the successful culmination of the navigation project and greatly enhanced benefits to both countries. U.S. iron ore supplies were concentrated in the Mesabi range of Minnesota, so that there was a major U.S. Lake traffic in iron ore from Lake Superior through the Sault locks to ports on Lake Michigan. When vast deposits of iron ore in the Quebec-Labrador region were discovered just as the Mesabi range was apparently running out as a source of high-grade ore, the new deposits were quickly developed, primarily by U.S. steel companies. The Seaway made it possible for lakers loaded with grain from Lake Superior "lakehead" ports to sail to Quebec ports on the St. Lawrence and unload for a return trip to steel-making areas with a load of ore. The development of this two-way trade contributed greatly to making Seaway trade efficient and economic. The ore trade necessitated specialized ore-handling ports — Sept-Iles and Port Cartier on the lower St. Lawrence — which in turn led to the development of grain terminal facilities at Port Cartier and Baie Comeau. The old grain transshipment points within the Lakes — on Georgian Bay in Lake Huron, in Lake Erie, and below the Welland Canal -- suffered a further loss of cargo and had to look to the local grain trade or other sources to rebuild port volume, with varying success. The established grain ports of Montreal, Sorel, Trois-Rivieres, and Quebec shared an expanded grain traffic with the new terminals further down the St. Lawrence.

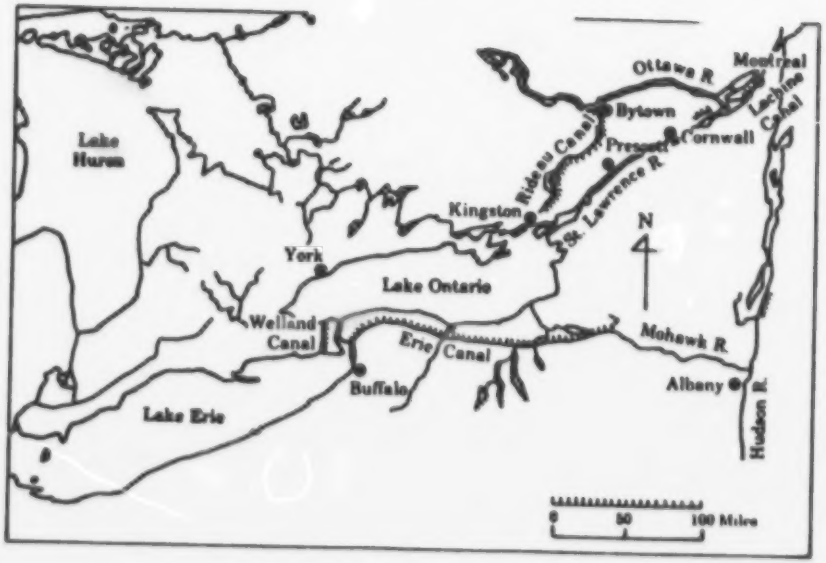
The completion of the deep waterway between Lake Ontario and Montreal both reinforced existing trade patterns and made possible a new movement of bulk and foreign goods into the Lakes. The immediate effects of the opening of the Seaway included a sharp drop in shipping cost and continued downward pressure on rates. The waterway resulted in substantial new business for Quebec ports on the lower St. Lawrence and also made possible greatly improved service from Lake and St. Lawrence ports to foreign ports in Europe and elsewhere. Grain continued to move in large quantities to Montreal, where new facilities were built to store grain and to handle larger bulk vessels. Montreal, in particular, benefited from the improved access to the Lakes of foreign shipping, much of which stopped there to partially unload or top off before the trip into the Lakes.

When the Seaway opened, the Canadian shipping industry was alert of the new transportation prospects and, aided by construction subsidies, completely renewed its Lake shipping fleet to carry the new domestic and cross-border trffic as efficiently as possible. Prior to the opening of the Seaway, U.S. grain had not moved through St. Lawrence ports; after it opened, grain interests negotiated with the Canadian authorities for permission to store U.S. grain in St. Lawrence elvators. Although much U.S. grain now moves directly overseas, a substantial portion is carried in Canadian vessels to St. Lawrence ports in Quebec for eventual transshipment overseas.

Primarily, the deep waterway permitted the movement of bulk goods in far more economical quantities. Completion of the Montreal-Lake Ontario section ensured for the St. Lawrence route a major share in the continent's grain trade. Export grain could be shipped directly overseas or transferred once at a St. Lawrence port, rather than once in the Lakes and again at an ocean or St. Lawrence port. Completion of the Seaway was a belated but important step in Montreal's long struggle to compete with U.S. Atlantic ports and to regain the traffic lost with the opening of the Erie Canal in 1825 and the culmination of an entire historical process that had its roots in Canada's early economic history.

In Canada, as in the United States, natural waterways have served as arteries of commerce. Before the development of the railroads, boats operating on lakes and rivers provided the only practical means for transporting agricultural products and other bulky materials over long distances. Because of this dependence on water transportation, canals were built in various areas, sometimes to connect existing waterways, and sometimes to provide water access to a newly built railroad. The most important of these canals were built in eastern Canada in the the northeastern part of the United States. These are shown in exhibit 152.

Exhibit 152
Principal Canals of the 1830s



Notes

1. The international section consisted of a 44-mile stretch known as the "international rapids" and the "Thousand Islands" section between the rapids and Lake Ontario.

2. The first canal (together with a lock) around the falls in the St. Marys River was built in 1797-98 by the North West (Fur) Company. The lock was destroyed by American troops in 1814 but was rebuilt in 1816. Canada built a 23-foot lock in the late 1800s, by which time the United States had built a canal and three locks. The United States now operates four locks in the vicinity of Saint St. Marie. The largest of these locks can accommodate 1,000-foot vessels. In 1975 less than one percent of all traffic used the Canadian lock.

3. The 1932 Welland Canal replaced an earlier canal. The canal was deepened prior to the opening of the Montreal-Lake Ontario section in 1959. The locks of the M-LO section were built to the same specifications as those of the Welland — 860 feet long, 80 feet wide, and with 30 feet of water over the sills. These locks can accommodate vessels up to 730 feet in length.

The Welland Canal raises vessels 326 feet in an 8-mile stretch with seven lift locks. Three of the locks, called "flight locks" because no canal separates them, are twinned to allow two-way traffic. A new canal section, the Welland By-Pass, completed in 1973, leads to the final lift-guard lock near Port Colborne. In 1964 Canada announced plans to twin the remaining locks. That plan was not followed. Instead a new canal section was built to relieve automobile and rail traffic congestion in the town of Welland while facilitating the movement of canal traffic.

4. The U.S. interests in the Seaway are under the direction of the Saint Lawrence Seaway Development Corporation. The Canadian interests in the Seaway are under the St. Lawrence Seaway Authority. The two authorities jointly produce an annual statistical report on the two sections of the Seaway. The term "Seaway" is sometimes (loosely) used to refer to the entire waterway from the western most part of Lake Superior to the Atlantic Ocean. In its strictest sense the term applies only to the Canadian and U.S. construction in the Montreal-Lake Ontario section of the St. Lawrence completed in 1959.

5. Approximately 25 percent of traffic through the Sault locks is Canadian, while about 5 percent is foreign.

6. Small oceangoing vessels had been moving between Lake ports and Europe since the 1930s. The service was interrupted by World War II but was resumed afterward in anticipation of the enlargement of the 14-foot channel then available.

7. Ocean wave patterns require vessels with a larger beam (width) to length ratio than is necessary for the fresh water of the Lakes. Since it is more economical to build long locks than it is to build wide locks, laker vessels re relatively long and not very wide.

8. Cargo which is moved in the Seaway is generally categorized as general cargo or bulk cargo. The latter includes such commodities as grain, coal, petroleum, salt, gravel, and iron ore.

V The Ships

Any study which deals with shipping tonnages, shipping facilities, and the values of cargoes moved could scarcely be complete without some mention of the vessels which move these goods. Clearly the ships themselves are an essential part of the trade. While for many years discussions relating to the vessels generally related to the various features which vessels might incorporate, their type, and their size, in recent years discussions have increasingly centered on the ship's registry -- that is, the flag which it flies. This is a matter of some importance to a number of persons.

As exhibit 153 indicates, in 1980 Canada's total waterborne deep-sea exports aggregated some 104.8 million tonnes and its imports some 29.5 million tonnes. The total deep sea tonnage, both export and import, thus amounted to some 134.3 million tonnes. Statistics gathered by Transport Canada indicate that of the total waterborne trade (including coastal, deep-sea, and transborder) some 28% of this total tonnage moved in coastal trade, some 26% in transborder (U.S./Canadian) trade, and some 46% in deep sea trade, that is, trade with countries not in North America.

As exhibit 154 indicates, roughly one third of all of Canada's deep-sea trade in 1980 (in tonnage terms) was with countries in the European Economic Community. Something over one-third (37%) was with nations which are generally classified as less developed countries. Japan accounted for more of this trade (in term of tonnage) than did any other country. Its share was almost one-fifth.

Vessels flying the Japanese flag carried about ten percent of Canada's deep-sea trade. Vessels flying flags of countries that are members of the European Economic Community (EEC) carried some 16% of this trade, while ships flying "flags of convenience" carried almost one-third of this trade. [Ships which fly "flags of convenience" typically are owned by individuals or corporations in the United States, Canada, or other countries but registered in such countries as Panama, Liberia, Honduras, and Costa Rica (sometimes aggregated together as "Panlibhonco") where there is little or no taxation of vessels so registered and the requirements concerning the nationality of the crew are not consididered to be onerous].

Some 8 of this trade was carried by ships registered in east European countries which are members of the Council for Mutual Economic Aid (CMEA), also known as COMECON. The remaining 12% was carried by ships registered in non EEC countries which are members of the Organization for Economic Cooperation and Development (OECD). All ships flying the U.S. or the Canadian flag would thus be classified as "Other OECD".

Exhibit 155 indicates that in 1975 some 65% of all the tonnage handled by ports under the jurisdicatin of the National Harbours Board consisted of dry bulk commodities, and an additional

25% consisted of liquid bulk commodities. Only about 1% of the tonnage consisted of containerized cargo, and about 7% consisted of general cargo which was not containerized.

As exhibit 155 indicates, these percentages were little changed in 1981. That year dry bulk cargo as a percent of all the cargoes handled by NHB ports declined by one percentage point to 64%. Liquid bulk cargoes as a percent of all tonnage handled likewise declined by one percentage point, to 24%. Containerized cargo as a percent of all tonnage handled increased by two percentage points, increasing from 9% in 1975 to 5% in 1981, while non-containerized general merchandise cargo accounted for 7% of this tonnage in both years.

Much of Canada's waterborne deep sea trade is carried by tramp (non-liner) vessels. This is not surprising, since so much of Canada's trade consists of bulk commodities, both dry and liquid. As exhibit 156 indicates, in 1979 some 91% of Canada's exports and nearly 95% of its imports (in tonnage terms) moved in non-liner vessels. But 7.6% of its combined import and export tonnages was moved in liners.

In 1981 the Canadian deep sea fleet consisted of 192 vessels, aggregating some 7,400,000 deadweight tons. As exhibit 157 indicates, about 40% of this tonnage consisted of bulk carriers, about one-third of it consisted of tankers, and about 22% consisted of combination bulk carriers. Only about 5% of the deadweight tonnage consisted of general cargo vessels, container ships, and roll on/roll off vessels combined.

In 1978 there were 185 Canadian owned deep sea vessels. Of these 40% (74) were registered in Canada, and the balance were registered in foreign countries. As exhibit 158 indicates, the number of Canadian owned deep sea vessels had increased in 1981. That year there were 192 Canadian owned ships of which over 44% (85) were registered in Canada while the remaining 56% (107) were registered in foreign countries.

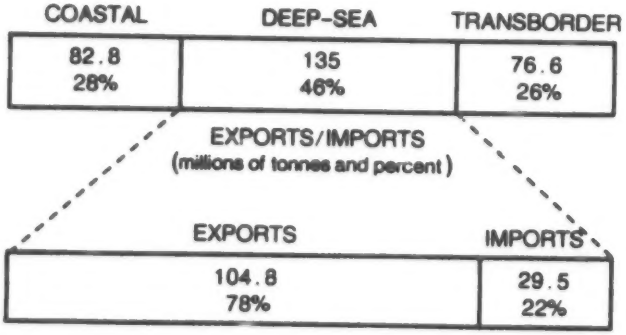
As exhibit 159 indicates, 58% of the total Canadian owned deep sea tonnage was under British registry. In terms of number of Canadian owned ships, one-third of the Canadian deep sea fleet flew the British flag. Sixteen percent of this tonnage was registered in Liberia, and 16% was registered in Canada. But there were but 22 ships registered in Liberia (11% of the total number) as contrasted with 85 ships registered in Canada (44% of the total number). Clearly ships which were registered in Liberia were much larger than those which were registered in Canada.

In recent years various persons have expressed concern because of the relatively small number of ships flying the Canadian flag. Arguments of various types have been put forth in support of the development of a Canadian Merchant Marine.

Some of these arguments are based on the fact that an increasing number of countries have enacted legislation or have adopted practices which tend to favor vessels which are registered in (and which fly the flag of) that nation. The laws of some countries stipulate that a certain percent of that nation's cargoes (or perhaps a given percent of its imports or its exports) must be carried in vessels registered in that country. Some limit access to certain types of cargo. Some provide subsidies of various types, including subsidized financing for vessels. Others engage in various types of discriminatory trade practices.

Exhibits 160-162 summarize the measures employed by various nations in Latin America, in Asia, and in Africa which apportion cargo to vessels registered in that particular country, which restrict certain commodities to vessels registered in that country, or which otherwise restrict the shippers' choice of vessel registry. Some Canadians believe that because of these growing nationalistic tendencies, and for other reasons, it is important to develop a Canadian Merchant Marine, registered in Canada, and flying the Canadian flag. The positions of the various parties at interest and the arguments they put forth are summarized in National Flag Shipping: An Analysis of Canadian Policy Proposals, by Trevor D. Heaver.

Exhibit 153
Canadian Deep-Sea Trade — 1980
by Type of Trade, by Tonnes and by Percent
(in millions of tonnes)



Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Statistics Canada, Water Statistics Division

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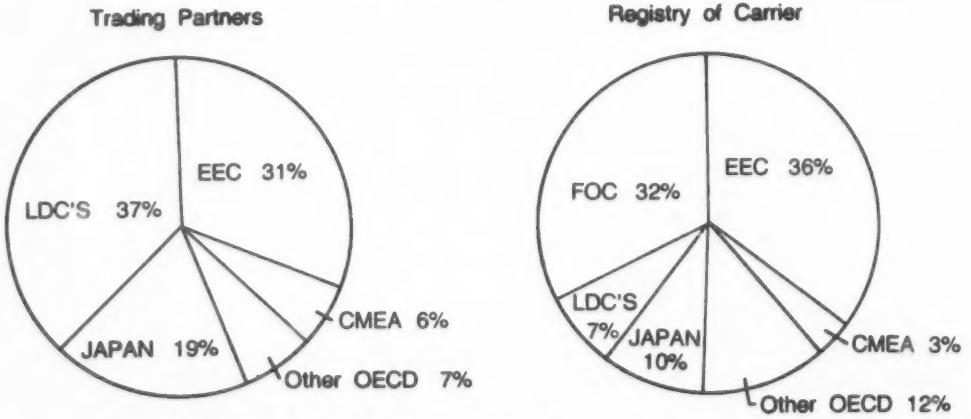
Exhibit 154
Percent of Canadian Deep-Sea Trade
by Trading Partner and by Registry of Vessel
in Tonnage Terms — 1980



Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Statistics Canada, Water Statistics Division

Legend: LDC = Less Developed Country
EEC = European Economic Community
CMEA = Council for Mutual Economic Aid (COMECON)
Other OECD = Countries that are members of the Organization for Economic Cooperation and Development but not also members of the EEC
FOC = Flags of Convenience

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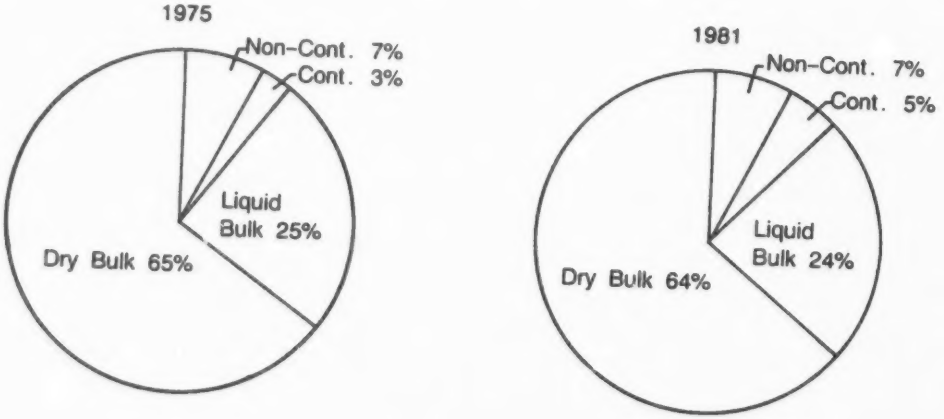
Exhibit 155
Waterborne Cargo Handled by Ports under
the National Harbours Board in 1975 and 1981
by Cargo Category in Terms of Percent of Tonnage



Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Marketing Branch, Ports Canada, Ottawa

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Exhibit 156
Canada's Deep-Sea Trade in 1979,
Liner and Non Liner, Import and Export
(in millions of tonnes and in percent)

		LINER	NON LINER
Total	(tonnes)	16.8	204.6
	(%)	7.6%	92.4%
Imports	(tonnes)	3.88	69.5
	(%)	5.3%	94.7%
Exports	(tonnes)	12.9	135.1
	(%)	8.7%	91.3%

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Transportation and Communications Division, Statistics Division

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Exhibit 157
The Composition of Canada' Deep Sea Fleet
in 1981 by Vessel Type

Ship Type	No. of Ships	Deadweight Tonnage	Percentage of Total Tonnage
Cargo	27	184,000	2.5%
Bulk	74	2,950,000	40%
Container	11	147,000	2%
Ro/Ro	3	73,000	1%
OBO	9	1,298,000	17.6%
Ore/oil	3	332,000	4.5%
Tanker	65	2,434,000	33%
Total	192	7,376,000	100%

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Griffin Report 1981

Legend: Ro/Ro = Roll on/Roll off ship
OBO = Ships which can carry ore, bulk commodities, or ore
Ore/oil = Ships which can carry oil or ore

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Exhibit 158
Composition of the Canadian Owned
Deep Sea Fleet by Type of Registry
in 1978 and in 1981

	1978		1981		Percentage change in	
	No. of Ships	Tonnage (dwt)	No. of Ships	Tonnage (dwt)	No. of Ships	Tonnage (dwt)
Canadian Flag	74	805,755	85	1,170,645	↑15%	↑45%
Foreign Flag	111	6,028,810	107	6,205,815	↓ 4%	↑ 3%
Total	185	6,834,565	192	7,376,460	↑ 4%	↑ 8%

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Griffin Report 1981

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Exhibit 159
Composition of the Canadian Owned
Deep Sea Fleet by Country of Registry
in 1981

By Flag	No. of Ships	Percentage of Total Tonnage
British	64	58%
Liberian	22	16%
Canadian	85	16%
Belgian	8	4%
Singapore	3	3%
Greek	3	2%
New Zealand	3	1%
Panamanian	2	-
Norwegian	1	-
Cayman	1	-
Total	192	100%

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Griffin Report 1981

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Exhibit 160
Major Devices Employed by Latin American
Countries to Favour Vessels
Registered in Their Country

	Argentina	Bolivia	Brazil	Chile	Colombia	Ecuador	Mexico	Paraguay	Peru	Uruguay	Venezuela
Apportionment of Trade	X	X	X	X	X	X	X	X	X	X	X
Limit Access to Cargoes and Ports or Port Facilities	X		X	X	X	X	X		X	X	X
Discriminatory Trade Financing and Other Indirect Practices	X		X	X	X	X	X		X	X	X

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Canadian Transport Commission, Research Branch, WP 20-81-12

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Exhibit 161
Major Devices Employed by Asian
Countries to Favour Vessels
Registered in Their Country

	Bangladesh	Burma	India	Indonesia	Iran	Malaysia	Pakistan	Philippines	Singapore	South Korea	Sri Lanka	Taiwan	Thailand
Apportionment of Trade	X	X	X	X	X		X	X	X	X	X	X	X
Limit Access to Cargoes and Ports or Port Facilities			X	X	X	X	X	X		X	X	X	X
Discriminatory Trade Financing and Other Indirect Practices		X	X	X	X	X	X	X		X	X	X	X

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Canadian Transport Commission, Research Branch, WP 20-81-12

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Exhibit 162
Major Devices Employed by African
Countries to Favour Vessels
Registered in Their Country

	Angola	Cameroon	Gabon	Ghana	Guinea	Ivory Coast	Nigeria	Senegal	Tanzania	Zaire
Apportionment of Trade	X	X	X	X	X	X	X	X	X	X
Limit Access to Cargoes and Ports or Port Facilities				X		X	X		X	
Discriminatory Trade Financing and Other Indirect Practices		X		X		X	X			

Source: Shipping Policy Branch, Marine Administration, Transport Canada
Data base: Canadian Transport Commission, Research Branch, WP 20-81-12

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Appendix A
Categories of Exports together
with the Items Included in each Category

Live Animals

Cattle
Live animals, n.e.s.[1]

Food, Feed, Beverages and Tobacco

Meat and Meat Preparations
- Meat, fresh, chilled or frozen
- Meat, cured
- Meat and meat preparations, n.e.s.

Fish and Marine Animals
- Fish, fresh, chilled or frozen
- Fish, smoked, salted, dried or pickled
- Fish, canned
- Lobster
- Shell fish, n.e.s., meal of marine animals; and other fishery foods and feeds

Dairy Produce, Eggs and Honey
- Butter
- Cheese
- Milk powder
- Dairy produce, n.e.s., eggs and honey

Grain, Flour, Meat and Cereal Preparations
- Barley
- Corn
- Oats
- Rye
- Wheat
- Cereals, unmilled, n.e.s.
- Corn meal and flour
- Corn starch
- Malt and malt flour
- Wheat flour
- Cereals, milled, n.e.s.
- Bakery products (including those frozen)
- Macaroni and cereal products, and farinaceous substances and flour for use as food

Fruits and Fruit Preparations
- Apples (including crab-apples)
- Bananas and plantains
- Fresh or chilled fruits and berries, n.e.s.
- Frozen fruits and berries
- Fruit juices, unfermented, not concentrated, and fruit juice concentrates
- Fruit pulp and puree (not canned)
- Fruits, preserved, not canned, n.e.s.
- Fruits and preparations, canned (excluding infant foods)

Nuts, Except Oil Nuts
- Peanuts, roasted or otherwise prepared
- Nuts, except oil nuts, n.e.s.

Vegetables and Vegetable Preparations
- Potatoes
- Vegetables, fresh or chilled, n.e.s.
- Vegetables, frozen
- Vegetables, dried
- Vegetables and vegetable preparations, n.e.s.

Sugar and Sugar Preparations
- Raw sugar
- Sugar, n.e.s.
- Molasses, crude
- Molasses, refined
- Syrup
- Sugar preparations (including confectionery)

Cocoa, Coffee, Tea and Spices
- Cocoa and chocolate
- Coffee
- Tea
- Spices
- Vinegar

Food, Feed, Beverages and Tobacco Concluded

Margarine, Shortening and Lard
- Margarine and similar products
- Shortening
- Lard

Fodder and Feed, Except Unmilled Cereals
- Hay, forage and straw
- Hulls, screenings, chaff and scourings
- Wheat bran, shorts and middlings
- Ground cereals and by-products, n.e.s.
- Cottonseed oil meal and cake
- Soyabean oil meal and cake
- Oil seed meals and cake, n.e.s.
- Brewers' and distillers grains and solubles
- Feeds of vegetable origin, n.e.s.
- Feeds of animal origin
- Concentrated and complete feeds

Miscellaneous Foods, Food Materials and Food Preparations
- Sausage skins or casings
- Miscellaneous foods, food materials and food preparations, n.e.s.

Crude Materials, Inedible

Crude Animal Products, Inedible (Except Fibres)
- Raw hides and skins and undressed fur skins
- Crude animal products, inedible (except fibres), n.e.s.

Crude Vegetable Products, Inedible (Except Tobacco, Fibres, and Wood)
- Seeds for sowing, n.e.s.
- Flaxseed
- Mustard seed
- Rapeseed
- Soya beans
- Oil seeds, oil nuts and oil kernels, n.e.s.
- Nursery and greenhouse stock and related materials
- Rubber and allied gums, natural, and natural gums and resins
- Crude vegetable products, inedible (except tobacco, fibres and wood), n.e.s.

Beverages
- Non-alcoholic beverages
- Ale, beer, stout and porter
- Wines
- Fermented alcoholic beverages, n.e.s.
- Distilled alcoholic beverages

Tobacco
- Cigarettes
- Tobacco, n.e.s.

Crude Wood Materials
- Logs
- Bolts and round timber
- Pulpwood
- Crude wood materials, n.e.s.

Textile and Related Fibres (Including Waste)
- Wool and fine animal hair suitable for spinning
- Textile and related fibres (including waste), n.e.s.

Metallic Ores, Concentrates, Scrap Metals and By-products Alternative Classification)
- Alumina and bauxite ore
- Copper ore and concentrates and matte and precipitates
- Iron ore, crude, and concentrates, calcined, roasted or treated
- Lead ore and concentrates
- Manganese ore
- Nickel-copper ore, nickel-copper matte or speisse, and nickel concentrates
- Titanium ore
- Zinc ore and concentrates
- Titanium ore
- Zinc ore and concentrates
- Ores, concentrates and precipitates, n.e.s.
- Iron and steel scrap
- Non-ferrous and precious metal scrap
- Slags, drosses and other by-products

Crude Materials, Inedible Concluded

Coal, Crude Petroleum and Related Crude Products
- Coal, bituminous, sub-bituminous and lignite
- Coal, n.e.s.
- Crude petroleum, petroleum tops and natural gasoline
- Natural gas and other crude bituminous substances

Waste and Scrap Materials, n.e.s.
- Cotton and textile rags and waste
- Hogged fuel (wood)
- Waste and scrap materials, n.e.s.

Crude Non-metallic Minerals (Except Coal and Petroleum)
- Asbestos, unmanufactured, crude and fibre
- Bentonite
- China clay
- Dolomite
- Clay and other crude refactory materials, n.e.s.
- Sand and gravel
- Limestone
- Crushed stone (including stone refuse, excluding limestone flux and crushed limestone)
- Stone, crude, n.e.s.
- Water and ice
- Barytes, natural
- Fluorspar
- Gypsum
- Phosphate rock
- Salt
- Sulphur in ores, crude and refined (except coal and petroleum), n.e.s.
- Crude non-metallic minerals (except coal and petroleum), n.e.s.

Fabricated Materials, Inedible

Leather
- Leather
- Furs, dressed
- Rubber fabricated materials

Wood Fabricated Materials
- Lumber and timber
- Flooring
- Railway ties
- Shingles and shakes
- Lath of wood
- Other sawmill products, n.e.s.
- Veneer, plywood and wood building boards
- Cooperage stock and box, crate and package shook
- Wood fabricated materials, n.e.s.

Pulp

Paper and Paperboard
- Newsprint paper
- Paper, n.e.s.
- Paperboard
- Building paper and building board (excluding wood, plastic and gypsum board)
- Wet machine board and converted paper

Textile Fabricated Materials
- Cordage, twine and rope (excluding braided cords and threads)
- Jute broad woven fabrics
- Textile fabricated materials, n.e.s.

Oils, Fats, Waxes, Extracts and Derivatives, Animal and Vegetable
- Animal oils and fats (excluding marine)
- Fish and marine animal oils
- Soyabean oil
- Vegetable oils and fats (excluding essential oils), n.e.s.
- Oils, fats, waxes, extracts and derivatives, animal and vegetable, n.e.s.

Chemicals and Related Products
- Sulphuric acid (including oleum)
- Metallic salts and peroxy-salts, of inorganic acids
- Inorganic chemicals, n.e.s.

Fabricated Materials, Inedible Concluded

Chemicals and Related Products Concluded
- Glycol
- Organic chemicals, n.e.s.
- Explosives, fuses and caps
- Potash
- Fertilizers and fertilizer materials, n.e.s.
- Agricultural chemicals, formulated (crop and seed treatments and herbicides); other insecticides and rodenticides; and adhesives
- Synthetic rubber (including rubber compounds and reclaimed rubber)
- Plastic materials, not shaped, and plastic basic shapes and forms
- Dyestuffs (excluding dyeing extracts); pigments, lakes and toners (excluding those in chemicals); and paints and related products
- Chemical specialities, industrial, n.e.s.

Petroleum and Coal Products
- Gasoline
- Fuel oil
- Lubricating oils and greases
- Coke of petroleum and coal
- Asphalts and road oils
- Coal tar and coal pitch
- Petroleum and coal products, n.e.s.

Iron and Steel and Alloys
- Ferro-alloys
- Pig iron
- Primary iron and steel, n.e.s.
- Castings and forgings (excluding pipe and fittings)
- Bars and rods, steel
- Plate, sheet and strip, steel
- Structural shapes and sheet piling
- Rails and railway track material
- Pipes and tubes, iron and steel (excluding fittings and finished electrical conduit and tubing)
- Wire (including wire rope)

Non-ferrous Metals
- Aluminum (including alloys)
- Copper and alloys
- Lead and alloys
- Nickel and alloys
- Zinc and alloys
- Non-ferrous metals, n.e.s.

Metal Fabricated Basic Products

Miscellaneous Fabricated Materials

End Products, Inedible

Machinery
- Tractors
- Machinery, n.e.s.

Transportation and Communication Equipment
- Railway rolling stock
- Passenger automobiles and chassis
- Buses and chassis
- Trucks, truck chassis and truck tractors, commercial
- Motor vehicle engines, accessories, parts and assembles
- Road motor vehicles, n.e.s.
- Ships and boats; aircraft; and miscellaneous vehicles including parts and accessories
- Rubber tires and tubes

Non-metallic Mineral Basic Products
- Building brick, clay
- Drain tiles, sewer pipes and fittings
- Bricks, tiles (clay) and refactories, n.e.s.
- Glass basic products
- Asbestos and asbestos-cement basic products
- Cement
- Cement and concrete basic products, n.e.s.
- Lime
- Non-metallic mineral basic products, n.e.s.

End Products, Inedible Concluded

Equipment

Personal and household goods

Miscellaneous
- Firearms, weapons and ammunition
- Containers and closures
- Miscellaneous end products, n.e.s.

- General cargo
- Containerized freight

Special Transactions

Special transactions include items such as gold and coinage, settlers' effects, goods designated for diplomatic representatives, returned shipments, and low-valued shipments (less than $200 for imports; less than $100 for exports).

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[1] n.e.s. means not elsewhere specified.

Source: Coastwise shipping statistics (Ottawa: Statistics Canada, 1980, cat. no. 54-210) pp. 103-110.

Appendix B

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1970 (tons)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
SEPT ILES - POINTE NOIRE	*24,920,825*	*709,580*	*3,881,562*	*565,593*	*30,077,560*
Iron ore and concentrates	24,910,737	—	3,861,346	—	28,772,083
Fuel oil	—	518,982	32	152,963	671,977
Bentonite	—	184,557	—	—	184,557
Other commodities not listed	10,088	6,041	20,184	412,630	448,943
VANCOUVER[2]	*15,763,242*	*1,909,706*	*5,204,479*	*4,045,854*	*26,923,281*
Wheat	3,931,008	—	7,490	—	3,938,498
Coal, bituminous	3,716,024	—	367	—	3,716,391
Pulpwood	287,010	—	2,038,340	66,720	2,392,070
Logs	356,331	15,250	44,714	1,453,169	1,869,464
Sand and gravel	21,050	280,914	5,848	1,395,155	1,702,967
Lumber and timber	930,628	5,089	310,490	196,887	1,443,094
Sulphur in ores	1,358,911	—	21,771	—	1,380,682
Fuel oil	108,894	143,905	992,930	692	1,246,421
Potash	1,190,704	16	450	—	1,191,170
Barley	951,483	—	—	—	951,483
Newsprint	40,199	—	701	458,796	499,696
Rapeseed	492,014	—	2,068	—	494,082
Pulp	241,006	1,971	8,705	229,769	481,451
Hogged fuel	8,900	—	425,388	5,950	440,238
Gasoline	31,403	—	378,392	127	409,922
Salt	1	306,480	75,660	5	382,146
Waste and scrap, n.e.s.	67,999	491	252,747	11,240	332,477
Asbestos	100,895	151,291	500	—	252,686
Inorganic chemicals	30,699	16,506	201,152	3,977	252,334
Flaxseed	179,991	17	—	—	180,008
Cement	59,805	20,571	8,705	79,234	168,315
Fertilizers, n.e.s.	121,223	3,192	4,020	7	128,442
Hulls, screenings, chaff	123,456	—	—	—	123,456
Machinery, n.e.s.	3,160	30,872	68,105	13,054	115,191
Raw sugar	—	111,810	—	—	111,810
Other commodities not listed	1,410,448	821,331	355,936	131,072	2,718,787
MONTREAL	*5,786,467*	*5,433,553*	*6,362,037*	*4,794,224*	*22,376,281*
Fuel oil	407,183	1,652,219	4,069,987	148,789	6,278,178
Wheat	1,363,929	34,599	—	2,209,708	3,608,236
Barley	1,264,950	75,264	—	1,281,377	2,621,791
Gasoline	—	359,899	1,437,123	55,583	1,852,605
Raw sugar	—	429,968	—	—	429,968
Salt	5,119	113,937	25	268,152	387,233
Asbestos	342,739	5,118	3,499	509	351,865
Coal, bituminous	158	337,322	45	3,332	340,857
Plate and sheet steel	76,998	85,389	5,611	129,159	297,157
Corn	54,344	197,417	—	17,028	268,789
Gypsum	1	8	—	263,929	263,938
Structural shapes	43,211	86,219	78,442	4,015	211,887
Wheat flour	166,165	112	2,138	598	169,013
Lubricating oil and grease	684	9,947	138,825	18,511	167,967
Organic chemicals, n.e.s.	55,260	74,698	23,626	7,135	160,719
Bars and rods, steel	28,898	105,363	1,290	17,226	152,777
Soybeans	65,686	63,519	7,384	15,265	151,854
Crude petroleum	—	142,677	6,144	—	148,821
Pulp	148,496	33	—	—	148,529
Machinery, n.e.s.	40,169	58,169	32,045	7,352	137,735
Manganese ore	17,077	97,798	20,899	—	135,774
Other commodities not listed	1,705,400	1,503,878	534,954	346,356	4,090,588
THUNDER BAY	*3,968,283*	*96,821*	*15,684,067*	*1,004,994*	*20,754,165*
Wheat	86,928	—	8,160,169	—	8,247,097
Iron ore and concentrates	2,739,395	—	3,026,888	—	5,766,283
Barley	488,600	—	2,964,206	—	3,452,806
Coal, bituminous	—	42,899	445,248	—	488,147
Oats	128,579	—	320,967	—	449,546
Flaxseed	54,157	—	260,681	—	314,838
Fuel oil	—	—	—	244,840	244,840
Newsprint	201,683	—	—	—	201,683
Rapeseed	65,596	—	123,571	—	189,167
Hulls, screenings and chaff	81,950	—	100,387	—	182,337
Gasoline	—	—	—	155,627	155,627
Plate and sheet steel	—	9,251	31	126,879	136,161
Pulpwood	3,500	—	—	102,500	106,000
Other commodities not listed	117,895	44,671	281,919	375,148	819,633

(Source: Statistics Canada, Canada Yearbook, 1971-81 editions)

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1970 (tons) (continued)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
PORT CARTIER	*12,967,966*	*1,256,053*	*19,233*	*1,774,155*	*16,017,407*
Iron ore and concentrates	9,936,921	—	7,201	—	9,964,122
Wheat	1,866,305	343,854	—	1,314,018	3,524,177
Barley	428,949	77,513	—	374,372	880,834
Soybeans	342,224	341,212	—	17,041	700,477
Corn	311,437	384,444	—	—	695,881
Fuel oil	—	107,925	10,166	15,032	133,123
Other commodities not listed	62,130	1,105	1,866	53,692	118,793
HAMILTON	*361,277*	*6,609,625*	*437,559*	*5,472,662*	*12,881,123*
Iron ore concentrates	13	1,603,710	—	4,381,683	5,985,406
Coal, bituminous	—	4,306,790	—	177,085	4,483,875
Fuel oil	—	82,051	—	564,488	646,539
Plate and sheet steel	121,151	12,784	189,936	1,522	325,393
Wheat	—	—	102,821	117,415	220,236
Petroleum coal products	107,219	67,621	4,410	999	180,249
Soybeans	—	137,206	—	5,192	142,398
Other commodities not listed	132,894	399,463	140,392	224,278	897,027
HALIFAX	*3,044,300*	*5,475,957*	*2,163,303*	*388,908*	*11,072,468*
Crude petroleum	—	3,905,516	—	—	3,905,516
Fuel oil	437,831	1,284,919	1,482,387	74,144	3,279,281
Gypsum	1,691,584	14	4,722	—	1,696,320
Gasoline	3,048	29,041	607,078	120,000	759,167
Wheat	332,881	—	924	147,649	481,454
Other commodities not listed	578,956	256,467	68,192	47,115	950,730
QUEBEC	*2,689,036*	*2,306,481*	*283,115*	*3,273,657*	*8,552,289*
Fuel oil	22,725	1,103,046	157,173	746,110	2,029,054
Wheat	442,912	96,429	2,815	404,908	947,064
Gasoline	—	203,944	89,012	601,511	894,467
Barley	314,315	197,131	1,952	340,927	854,325
Soybeans	350,876	431,197	—	52,167	834,240
Pulpwood	—	—	—	795,320	795,320
Zinc ore concentrates	498,258	—	—	—	498,258
Newsprint	292,649	—	206	—	292,855
Flaxseed	113,553	17,151	—	108,525	239,229
Corn	33,500	145,970	—	12,633	192,103
Asbestos	127,825	2	489	—	128,316
Other commodities not listed	492,423	111,611	31,468	211,556	847,058
BAIE COMEAU	*3,792,241*	*2,309,841*	*171,74.*	*1,421,85.*	*7,695,71.*
Wheat	1,460,468	542,958	—	707,069	2,710,495
Corn	543,452	554,386	—	—	1,097,838
Soybeans	564,242	521,939	—	—	1,086,181
Pulpwood	266,944	28,124	120,348	—	415,416
Alumina and bauxite ores	—	327,383	—	—	327,383
Newsprint	316,763	—	—	—	316,763
Fuel oil	—	76,282	—	135,221	211,503
Flaxseed	82,850	16,609	—	54,451	153,910
Aluminum	92,161	—	35,261	—	127,422
Other commodities not listed	465,363	242,160	16,134	525,147	1,248,804
SARNIA	*235,344*	*3,900,103*	*2,657,925*	*537,988*	*7,331,360*
Coal, bituminous	—	3,376,555	—	22,400	3,398,955
Fuel oil	56,044	26,080	1,372,238	128,521	1,582,883
Gasoline	—	—	852,985	—	852,985
Wheat	—	—	140,999	190,175	331,174
Limestone	—	323,906	—	—	323,906
Lubricating oil and grease	94,697	4,110	16,657	119,066	139,833
Organic chemicals, n.e.s.	—	43,365	1,040	51	139,153
Inorganic chemicals, n.e.s.	6,350	22,405	109,116	—	131,521
Petroleum coal products	78,253	50,544	22,244	30,235	109,373
Other commodities not listed	*2,466,405*	53,138	142,646	47,540	321,577
SOREL	—	*617,261*	*11,856*	*3,718,295*	*6,813,817*
Titanium ore	974,513	—	—	2,311,904	2,311,904
Wheat	622,579	—	—	1,018,565	1,993,078
Slag, drosses, by-products	547,673	—	—	—	622,579
Pig iron	—	59,097	5,321	—	552,994
Fuel oil	—	279,502	—	229,851	288,948
Phosphate rock	—	242,972	—	—	279,502
Coal, n.e.s.	321,640	35,690	—	—	242,972
Other commodities not listed	*1,784,234*	*3,367,495*	6,535	157,975	321,840
SAINT JOHN	—	2,565,564	*899,612*	*349,544*	*6,400,885*
Crude petroleum	—	306,598	—	—	2,565,564
Fuel oil	501,840	—	576,854	203,867	1,087,319
Wheat	—	—	—	—	501,840
Gasoline	—	250,589	291,513	125,054	416,567
Raw sugar	215,970	—	—	—	250,589
Wheat flour	212,685	—	6,716	—	222,686
Pulp	200,864	—	312	—	212,997
Pulpwood	136,893	20	—	—	200,864
Newsprint	100,177	218	—	—	136,913
Fresh fruits and berries	59,904	—	—	—	100,395
Potatoes	355,901	244,506	19	20,623	59,923
Other commodities not listed			24,198		645,228

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1970 (tons) (continued)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
SAULT STE. MARIE	*267,579*	*3,239,891*	*258,858*	*1,986,917*	*5,753,245*
Coal, bituminous	—	2,322,370	—	27,000	2,349,370
Iron ore and concentrates	—	380,382	—	1,508,117	1,888,499
Limestone	—	485,676	—	—	485,676
Fuel oil	—	15,759	—	288,007	303,766
Plate and sheet steel	57,924	—	91,263	4	149,191
Gasoline	—	—	—	113,911	113,911
Other commodities not listed	209,655	35,704	167,595	49,878	462,832
TORONTO	*268,780*	*2,799,167*	*183,572*	*1,911,385*	*5,162,904*
Coal, bituminous	—	1,615,215	—	—	1,615,215
Fuel oil	141	172,907	98,198	635,445	906,691
Cement	6,190	1,049	—	449,239	456,478
Soybeans	55	335,555	—	22,945	358,555
Salt	—	88,369	—	204,755	293,124
Wheat	—	—	—	216,466	216,466
Gasoline	—	—	83,096	124,829	207,925
Raw sugar	—	150,255	—	4,064	154,319
Other commodities not listed	262,394	435,817	2,278	253,642	954,131
PORT ALFRED	*633,737*	*3,872,201*	*8,375*	*459,353*	*4,973,666*
Alumina and bauxite ores	—	2,825,535	—	—	2,825,535
Fuel oil	—	634,592	—	—	634,592
Newsprint	298,417	—	—	—	298,417
Coke	789	296,034	—	—	296,823
Aluminum	287,555	—	3,942	—	291,497
Pulpwood	—	—	—	220,500	220,500
Fluorspar	—	—	—	160,077	160,077
Other commodities not listed	46,976	116,040	4,433	78,776	246,225
NEW WESTMINSTER	*1,167,421*	*162,975*	*1,798,179*	*1,435,902*	*4,564,477*
Pulpwood	127,617	—	1,044,698	15,060	1,187,375
Lumber and timber	625,900	483	42,392	93,374	762,149
Logs	14,675	2,424	4,830	675,689	697,618
Sand and gravel	—	4,101	490,668	24,232	519,001
Limestone	—	—	2,400	314,308	316,708
Waste and scrap, n.e.s.	16,424	—	79,424	122,050	217,898
Cement	16,000	—	4,350	107,607	127,957
Other commodities not listed	366,805	155,967	129,417	83,582	735,771
PORT CREDIT	*169,870*	*3,801,392*	*406,088*	*145,288*	*4,522,638*
Coal, bituminous	—	3,801,392	—	—	3,801,392
Fuel oil	56,540	—	113,493	—	170,033
Other commodities not listed	113,330	—	292,595	145,288	551,213

[1] Only commodities totalling over 100,000 tons are listed.
[2] Includes Roberts Bank.

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1972 (tons)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
VANCOUVER[2]	*24,358,370*	*2,918,674*	*3,546,198*	*4,074,491*	*34,897,731*
Coal, bituminous	8,316,415	–	–	–	8,316,415
Wheat	5,323,035	–	780	–	5,323,815
Lumber and timber	1,620,009	7,612	224,396	278,601	2,130,618
Sulphur in ores	1,644,352	–	10,397	–	1,654,749
Potash	1,654,276	–	–	–	1,654,276
Fuel oil	164,612	213,744	1,159,405	920	1,538,681
Barley	1,223,150	–	–	240	1,223,390
Pulpwood	260,395	11,850	850,940	39,782	1,162,967
Logs	59,289	20,421	37,215	1,024,207	1,141,132
Rapeseed	692,959	–	–	–	692,959
Containerized freight	250,592	316,880	–	–	567,472
Sand and gravel	66,311	490,241	–	–	556,552
Gasoline	31,045	–	442,490	10	473,545
Pulp	381,185	–	6,932	144,621	452,738
Newsprint	29,688	–	6,359	372,162	408,209
Salt	5	378,489	13,395	–	391,889
Inorganic chemicals	24,771	4,066	269,675	4,395	302,707
Cement	78,053	5,500	1,721	160,703	246,777
Flaxseed	244,244	–	–	–	244,244
Fertilizers, n.e.s.	203,471	3,220	4,119	9	210,819
Waste and scrap, n.e.s.	41,985	7,593	88,971	7,336	145,885
Asbestos	110,717	8,689	–	–	119,406
Passenger autos and chassis	69	115,282	1	–	115,352
Building paper and board	20,641	920	83,649	3,639	108,849
Limestone	28,044	–	1,042	73,678	102,764
Other commodities not listed	1,968,257	1,334,167	346,909	1,964,188	5,613,521
THUNDER BAY	*6,533,979*	*148,153*	*17,599,699*	*812,567*	*25,094,400*
Wheat	220,878	–	10,108,765	–	10,329,643
Iron ore and concentrates	2,384,922	–	2,898,840	–	5,283,762
Barley	438,880	–	3,783,214	–	4,222,094
Oats	105,358	–	402,041	–	507,399
Rapeseed	407,569	–	83,756	–	491,325
Flaxseed	341,227	–	44,391	–	385,618
Fuel oil	–	–	–	288,613	288,613
Gasoline	–	–	–	186,952	186,952
Hulls, screenings and chaff	68,191	–	104,422	–	172,613
Concentrated and complete feeds	160,400	–	–	1,272	161,672
Newsprint	153,693	–	56	–	153,749
Rye	89,103	–	31,866	–	120,969
Other commodities not listed	163,758	148,153	142,348	335,730	789,991
SEPT ÎLES – POINTE-NOIRE	*17,779,579*	*391,783*	*3,418,681*	*734,230*	*22,324,273*
Iron ore and concentrates	17,729,592	–	3,392,966	–	21,122,558
Fuel oil	–	230,533	706	385,151	616,390
Benzonite	–	121,598	–	–	121,598
Other commodities not listed	49,987	39,654	25,009	349,079	463,729
MONTREAL	*4,738,931*	*5,579,023*	*5,171,815*	*4,852,282*	*20,342,051*
Fuel oil	834,958	1,964,955	3,042,017	261,082	6,103,012
Wheat	1,528,721	28,440	2,006	2,522,330	4,081,497
Gasoline	46	242,993	1,298,693	123,550	1,665,282
Containerized freight	697,795	527,753	–	–	1,225,548
Barley	352,780	–	2,842	638,034	993,656
Salt	2	105,006	–	437,116	542,124
Gypsum	–	–	–	360,139	360,139
Raw sugar	–	345,574	–	–	345,574
Coal, bituminous	–	300,965	–	–	300,965
Crude petroleum	–	296,076	–	–	296,076
Corn	73,476	212,638	–	4,984	291,098
Cement	237,623	449	47,523	–	285,595
Petroleum and coal products, n.e.s.	12,282	80,127	47,281	126,770	266,460
Plate and sheet steel	17,469	111,988	22,228	59,116	210,801
Structural shapes	5,125	113,321	71,012	5,915	195,373
Lubricating oil and grease	341	12	173,210	12,285	185,848
Organic chemicals, n.e.s.	92,721	83,031	3,557	49	179,358
Machinery, n.e.s.	22,897	24,739	51,828	15,329	114,793
Bars and rods, steel	3,213	88,196	11,464	11,645	114,518
Molasses, crude	–	111,837	–	–	111,837
Manganese ore	–	66,705	–	33,985	100,690
Other commodities not listed	860,482	874,218	398,154	239,953	2,372,807
PORT-CARTIER	*11,594,837*	*650,747*	*38,506*	*2,804,620*	*15,088,800*
Iron ore and concentrates	8,330,352	–	35,886	–	8,366,238
Wheat	1,762,797	109,026	–	1,655,588	3,527,411
Barley	1,084,778	63,295	–	1,031,162	2,179,235
Corn	365,504	347,033	–	28,059	740,596
Fuel oil	699	79,918	–	59,105	139,722
Other commodities not listed	50,707	51,475	2,710	30,706	135,598
QUEBEC	*4,323,161*	*5,772,707*	*1,512,642*	*3,226,618*	*14,835,128*
Crude petroleum	–	4,028,243	–	–	4,028,243
Fuel oil	1,380,347	766,819	1,176,633	543,885	3,865,684
Wheat	619,173	23,622	12,915	771,828	1,427,538
Barley	458,404	55,600	3,093	500,656	1,017,753
Gasoline	15,662	73,313	270,567	441,925	801,467
Pulpwood	613	–	350	798,800	799,763
Containerized freight	343,693	351,814	–	–	695,507

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1972 (tons) (continued)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
QUEBEC (concluded)					
Zinc ore and concentrates	432,441	—	—	—	432,441
Corn	123,145	235,346	—	—	358,491
Newsprint	240,746	—	—	—	240,746
Cement	181,760	—	12,443	—	194,203
Salt	5	114,954	—	33,370	148,334
Asbestos	111,923	—	—	—	111,923
Other commodities not listed	415,249	122,991	38,641	136,154	713,035
HAMILTON	*350,662*	*7,619,936*	*219,116*	*4,491,278*	*12,680,992*
Coal, bituminous	—	5,123,275	—	—	5,123,275
Iron ore and concentrates	—	—	—	3,925,252	3,925,252
Fuel oil	—	176,702	5,884	284,621	467,207
Plate and sheet steel	160,433	95,397	184,781	2,512	363,043
Gasoline	—	—	—	144,989	144,989
Soybeans	—	135,945	—	4,641	140,586
Sand and gravel	—	123,763	—	20	123,783
Other commodities not listed	190,229	1,964,852	108,529	129,243	2,392,853
HALIFAX	*3,685,297*	*5,436,642*	*1,885,317*	*710,880*	*11,715,936*
Crude petroleum	—	4,156,979	—	—	4,156,979
Gypsum	2,271,401	—	5,868	—	2,277,469
Fuel oil	33,581	525,450	1,326,197	322,409	2,207,637
Containerized freight	546,414	523,193	—	—	1,069,607
Wheat	469,534	—	1,860	186,976	658,370
Gasoline	12,051	1,902	498,575	140,018	652,546
Other commodities not listed	352,116	226,918	52,817	61,477	693,328
SAINT JOHN	*2,346,772*	*6,019,091*	*1,818,433*	*133,650*	*10,317,946*
Crude petroleum	109,615	5,214,745	—	—	5,324,360
Fuel oil	249,938	35,150	1,410,543	75,509	1,771,140
Wheat	611,018	—	—	—	611,018
Gasoline	37,688	—	290,378	56,768	384,834
Containerized freight	174,667	189,432	—	—	364,099
Raw sugar	—	314,672	—	—	314,672
Pulp	270,472	7,375	—	—	277,847
Wheat flour	246,448	12	—	—	246,460
Newsprint	232,950	—	—	—	232,950
Other commodities not listed	413,976	257,705	117,512	1,373	790,566
PORT HAWKESBURY	*3,569,889*	*4,782,478*	*813,266*	*60,468*	*9,226,101*
Crude petroleum	46,452	4,668,206	—	—	4,714,658
Fuel oil	2,472,024	98,869	606,781	54,842	3,232,516
Gypsum	727,204	—	—	—	727,204
Gasoline	20,781	258	200,096	5,626	226,761
Petroleum and coal products, n.e.s.	218,766	—	—	—	218,766
Other commodities not listed	84,662	15,145	6,389	—	106,196
SARNIA	*521,392*	*4,607,963*	*2,351,564*	*604,621*	*8,085,540*
Coal, bituminous	—	3,912,676	—	—	3,912,676
Fuel oil	367,891	17,503	1,127,653	141,301	1,654,348
Gasoline	—	—	839,893	1,148	841,041
Limestone	—	424,310	—	—	424,310
Wheat	13,683	—	139,854	262,775	416,312
Lubricating oil and grease	—	—	20,050	144,071	164,123
Inorganic chemicals, n.e.s.	8,302	—	138,320	—	146,622
Organic chemicals, n.e.s.	58,514	76,420	95	4,118	139,147
Petroleum coal products	5,728	56,416	25,263	20,525	107,932
Other commodities not listed	67,274	120,638	60,434	30,683	279,029
BAIE-COMEAU	*3,678,597*	*1,240,997*	*181,887*	*2,724,941*	*7,826,422*
Wheat	1,799,310	463,180	—	1,548,151	3,810,641
Barley	856,868	2,491	—	895,237	1,745,596
Newsprint	415,379	—	451	—	415,830
Soybeans	168,251	205,019	—	3,363	376,633
Pulpwood	143,600	—	160,040	—	303,640
Fuel oil	—	130,716	—	120,711	251,427
Corn	172,769	77,136	—	—	249,905
Alumina and bauxite ores	—	246,978	—	—	246,978
Other commodities not listed	122,420	115,477	21,396	157,479	416,772
SOREL	*2,624,685*	*608,768*	*27,560*	*3,005,102*	*6,266,115*
Wheat	1,006,506	—	15,000	931,710	1,953,216
Titanium ore	31,360	—	—	1,663,021	1,694,381
Slag, dresses, by-products	804,397	—	—	—	804,397
Barley	278,920	—	—	261,540	540,460
Pig iron	466,743	—	8,679	—	475,422
Coal, n.e.s.	—	294,852	—	—	294,852
Phosphate rock	—	177,908	—	—	177,908
Fuel oil	—	51,990	—	91,487	143,477
Other commodities not listed	36,759	84,018	3,881	57,344	182,002
SAULT STE MARIE	*212,383*	*2,755,154*	*185,190*	*1,764,126*	*4,916,853*
Coal, bituminous	—	2,278,961	—	—	2,278,961
Iron ore and concentrates	—	58,943	—	1,337,325	1,396,268
Limestone	—	348,706	—	—	348,706
Fuel oil	—	45,642	—	238,287	283,929
Plate and sheet steel	50,132	150	105,192	1,662	157,136
Gasoline	—	—	—	132,997	132,997
Other commodities not listed	162,251	22,752	79,998	53,855	318,856

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1972 (tons) (concluded)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
PORT-ALFRED	*443,959*	*3,589,392*	*4,439*	*472,954*	*4,512,744*
Alumina and bauxite ores	–	2,662,400	–	–	2,662,400
Fuel oil	–	556,051	–	–	556,051
Coke	–	287,283	–	–	287,283
Newsprint	232,321	–	–	–	232,321
Pulpwood	–	–	–	186,702	186,702
Fluorspar	–	–	–	155,594	155,594
Inorganic chemicals, n e s	977	79,844	–	66,133	146,954
Aluminum	125,613	1,105	507	–	127,225
Other commodities not listed	87,048	2,709	3,932	64,525	158,214
TORONTO	*267,905*	*2,298,190*	*122,317*	*1,579,515*	*4,267,927*
Coal, bituminous	–	830,994	–	–	830,994
Fuel oil	33,921	229,576	60,935	410,776	735,208
Salt	35	94,488	–	287,498	382,021
Cement	4	31	–	369,222	369,257
Soybeans	60	183,384	–	34,154	217,598
Wheat	–	–	–	215,957	215,957
Raw sugar	–	201,383	–	–	201,383
Barley	10	23,098	–	101,769	124,877
Other commodities not listed	233,875	735,236	61,382	160,139	1,190,632
TROIS-RIVIERES	*1,223,986*	*781,373*	*96,381*	*1,739,313*	*3,943,035*
Wheat	866,760	76,143	63,212	736,311	1,742,426
Fuel oil	44,367	472,981	28,767	347,842	893,957
Pulpwood	–	–	350	295,295	295,645
Barley	83,274	–	2,382	173,995	259,651
Newsprint	174,176	–	–	–	174,176
Salt	–	23,024	–	79,262	102,286
Other commodities not listed	157,389	209,227	1,670	106,608	474,894
LAKEVIEW (PORT CREDIT)	*93,700*	*51,149*	*130,433*	*3,521,073*	*3,796,355*
Coal, bituminous	–	–	–	3,448,511	3,448,511
Other commodities not listed	93,700	51,149	130,433	72,562	347,844
NEW WESTMINSTER	*727,760*	*352,108*	*994,180*	*946,177*	*3,020,225*
Sand and gravel	–	4,050	753,491	350,510	1,108,051
Pulpwood	225,900	–	156,509	4,060	386,469
Logs	–	–	27,000	294,260	321,260
Cement	32,500	–	2,700	139,833	175,033
Waste and scrap, n e s	144,620	–	11,700	–	156,320
Lumber and timber	74,025	–	31,550	11,697	117,272
Other commodities not listed	250,715	348,058	11,230	145,817	755,830

[1]Only commodities totalling over 100,000 tons are listed
[2]Includes Roberts Bank

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1973 (tons)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
VANCOUVER[2]	*27,200,884*	*3,933,455*	*3,031,398*	*4,979,190*	*39,125,127*
Coal, bituminous	10,015,652	–	4	–	10,015,656
Wheat	5,673,838	–	–	–	5,673,838
Sand and gravel	34,015	643,853	340	2,611,007	3,289,215
Sulphur in ores	2,259,757	–	16,724	–	2,276,481
Lumber and timber	1,305,933	21,431	292,426	271,626	1,891,416
Potash	1,431,932	424	370	–	1,432,726
Logs	17,257	2,890	49,720	1,228,940	1,298,807
Barley	1,245,717	–	–	–	1,245,717
Fuel oil	190,401	202,752	846,946	–	1,240,099
Pulpwood	214,579	19,039	715,990	53,384	1,002,992
Rapeseed	946,743	–	–	–	946,743
Containerized freight	353,008	408,090	–	–	761,098
Salt	400	428,487	24,037	–	452,924
Gasoline	44,202	–	318,413	–	362,615
Pulp	161,049	–	11,600	137,952	310,601
Cement	96,964	32,570	4,104	168,555	302,193
Newsprint	36,003	–	115	251,059	287,177
Inorganic chemicals	27,293	14,559	235,167	1,385	278,404
Limestone	73,981	9,400	3,400	178,153	264,934
Flaxseed	199,202	–	–	–	199,202
Asbestos	97,915	89	12	–	98,016
Waste and scrap, n.e.s.	7,186	3,109	75,223	11,807	97,325
Building paper and board	1,377	284	93,616	927	96,204
Passenger autos and chassis	3,053	30,638	118	16	33,825
Fertilizers, n.e.s.	24,378	1,064	2,858	30	28,330
Other commodities not listed	2,739,049	2,094,776	340,415	64,349	5,238,589
SEPT ÎLES–POINTE-NOIRE	*24,080,193*	*626,501*	*947,700*	*556,846*	*26,211,240*
Iron ore and concentrates	24,053,897	–	926,830	–	24,980,727
Fuel oil	–	388,554	43	247,599	636,196
Bentonite	–	146,224	–	16,130	162,354
Other commodities not listed	26,296	91,723	20,827	293,117	431,963
MONTREAL	*6,151,237*	*5,200,447*	*4,486,523*	*5,341,104*	*21,179,321*
Fuel oil	1,010,184	1,631,234	2,693,559	329,882	5,664,859
Wheat	1,930,209	164,082	–	–	2,094,291
Containerized freight	1,008,908	722,154	–	–	1,731,062
Gasoline	52,602	–	985,332	72,700	1,110,634
Crude petroleum	–	200,680	–	573,331	774,011
Salt	22	259,482	–	366,498	626,002
Cement	490,716	–	85,499	–	576,215
Gypsum	105	–	24,036	463,803	487,944
Raw sugar	–	413,884	–	–	413,884
Barley	323,218	12,019	–	–	335,237
Corn	36,906	252,010	–	–	288,916
Organic chemicals, n.e.s.	164,369	81,766	17,284	3,202	266,621
Coal, bituminous	–	225,701	–	–	225,701
Petroleum and coal products, n.e.s.	17,496	51,370	68,180	79,214	216,260
Structural shapes	21,611	132,540	44,991	2,431	201,573
Lubricating oil and grease	153	4	163,154	76	163,387
Machinery, n.e.s.	60,882	22,075	51,569	10,819	145,345
Manganese ore	–	101,152	8,821	–	109,973
Plate and sheet steel	31,758	63,602	14,494	4	109,858
Molasses, crude	–	90,661	–	–	90,661
Bars and rods, steel	17,231	43,007	3,657	–	63,895
Other commodities not listed	984,867	733,024	325,957	3,439,144	5,482,992
THUNDER BAY	*4,033,164*	*262,708*	*14,977,610*	*843,613*	*20,117,095*
Wheat	77,052	–	8,706,883	–	8,783,935
Iron ore and concentrates	2,516,058	–	3,187,712	–	5,703,770
Barley	289,619	–	2,359,242	–	2,648,861
Oats	22,483	–	355,865	–	378,348
Rapeseed	300,967	–	28,516	–	329,483
Flaxseed	259,069	–	66,960	–	326,029
Fuel oil	–	–	–	247,254	247,254
Gasoline	–	–	–	208,870	208,870
Hulls, screenings and chaff	123,447	–	82,618	–	206,065
Newsprint	156,094	–	6,589	–	162,683
Rye	37,782	–	46,782	–	84,564
Concentrated and complete feeds	40,223	–	4,086	473	44,782
Other commodities not listed	210,370	262,708	132,357	387,016	992,451
PORT-CARTIER	*13,166,755*	*2,224,101*	*24,367*	*3,815,112*	*17,230,335*
Iron ore and concentrates	9,663,477	–	10,008	–	9,673,485
Wheat	2,187,500	993,233	11,646	1,381,051	4,573,430
Corn	769,596	847,646	–	–	1,617,242
Barley	501,319	169,078	–	332,119	1,002,516
Fuel oil	504	134,280	–	51,067	185,851
Other commodities not listed	44,359	79,864	2,713	50,875	177,811
QUEBEC	*5,364,537*	*6,304,808*	*3,117,169*	*3,136,373*	*13,922,887*
Crude petroleum	–	4,345,112	–	94,075	4,439,187
Fuel oil	1,431,309	576,549	824,656	722,607	3,555,121
Wheat	861,188	252,056	–	689,902	1,803,146
Barley	729,708	275,665	–	401,623	1,406,996
Containerized freight	477,965	449,030	–	–	926,995
Gasoline	154,060	–	242,537	499,914	896,511

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1973 (tons) (continued)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
QUEBEC (concluded)					
Zinc ore and concentrates	702,038	–	–	16,446	718,484
Pulpwood	–	–	–	396,940	396,940
Corn	91,583	227,306	–	7,034	325,923
Cement	253,025	–	9,274	–	262,299
Newsprint	166,974	–	–	–	166,974
Salt	–	14,850	–	135,790	150,640
Asbestos	19,855	–	–	–	19,855
Other commodities not listed	476,832	164,240	40,702	172,042	853,816
HALIFAX	*3,985,414*	*6,187,527*	*2,752,404*	*778,996*	*13,704,341*
Crude petroleum	–	5,145,436	–	–	5,145,436
Gypsum	2,484,256	–	140,933	–	2,625,187
Fuel oil	74,903	204,079	1,836,113	431,938	2,547,033
Containerized freight	704,359	657,441	–	55	1,361,855
Gasoline	93,134	2,892	730,416	165,274	991,716
Wheat	413,138	–	–	131,095	544,233
Other commodities not listed	215,626	177,679	44,942	50,634	488,881
HAMILTON	*190,419*	*7,332,854*	*268,621*	*5,295,550*	*13,087,444*
Iron ore and concentrates	–	2,035,131	–	4,615,430	6,650,561
Coal, bituminous	–	4,601,964	–	6,682	4,608,646
Fuel oil	15,468	76,719	11,177	286,279	389,643
Plate and sheet steel	82,890	36,862	95,875	–	215,627
Sand and gravel	–	155,570	–	20	155,590
Soya beans	3,000	104,731	–	–	107,731
Gasoline	–	–	–	67,238	67,238
Other commodities not listed	89,061	321,877	161,569	319,901	892,408
SAINT JOHN	*2,767,693*	*7,236,043*	*2,054,843*	*129,121*	*12,187,700*
Crude petroleum	414,971	6,206,717	–	–	6,621,688
Fuel oil	444,714	340,418	1,599,094	55,966	2,440,192
Gasoline	149,073	–	414,083	70,585	633,741
Wheat	455,715	–	–	–	455,715
Containerized freight	259,648	166,360	–	–	426,008
Raw sugar	–	261,083	–	–	261,083
Pulp	244,899	4,324	–	–	249,223
Wheat flour	190,417	–	–	–	190,417
Newsprint	184,963	–	–	–	184,963
Other commodities not listed	423,293	257,141	41,666	2,570	726,670
PORT HAWKESBURY	*3,650,030*	*4,925,530*	*1,140,789*	*140,164*	*9,856,513*
Crude petroleum	380,044	4,699,808	–	–	5,079,852
Fuel oil	2,264,012	107,795	886,492	140,164	3,398,463
Gypsum	760,250	–	–	–	760,250
Petroleum and coal products, n.e.s.	186,817	–	40,991	–	227,808
Gasoline	–	7,590	213,306	–	220,896
Other commodities not listed	58,887	110,337	–	–	169,224
BAIE-COMEAU	*3,990,927*	*1,902,890*	*171,289*	*2,315,597*	*8,380,703*
Wheat	2,534,391	924,535	–	1,510,447	4,969,373
Barley	607,253	176,708	–	470,910	1,254,871
Newsprint	454,059	–	2,000	–	456,059
Alumina and bauxite ores	–	305,591	–	–	305,591
Fuel oil	–	96,038	13,858	170,847	280,743
Corn	130,262	137,629	–	–	267,891
Soya beans	102,658	103,066	–	–	205,724
Pulpwood	9,200	–	81,190	–	90,390
Other commodities not listed	153,104	159,323	74,241	163,393	550,061
SARNIA	*689,359*	*3,843,875*	*2,712,467*	*613,573*	*7,859,276*
Coal, bituminous	–	2,904,251	–	–	2,904,251
Fuel oil	527,452	66,036	1,298,438	178,648	2,070,574
Gasoline	26,692	–	932,016	–	956,708
Limestone	6,734	574,367	–	–	581,101
Wheat	–	–	89,178	178,334	267,512
Petroleum coal products	4,785	56,090	26,480	71,514	158,869
Inorganic chemicals, n.e.s.	–	–	157,014	–	157,014
Lubricating oil and grease	–	9,282	5,915	140,989	156,186
Organic chemicals, n.e.s.	–	–	–	14,716	14,716
Other commodities not listed	125,696	233,849	203,426	29,374	592,345
SOREL	*2,326,221*	*1,135,478*	*19,852*	*2,776,424*	*6,257,973*
Titanium ore	25,300	–	–	2,195,322	2,220,622
Wheat	468,260	149,495	–	367,072	984,827
Slag, drosses, by-products	795,181	–	4,004	–	799,185
Pig iron	438,293	–	4,483	–	442,776
Coal, n.e.s.	–	408,426	–	–	408,426
Barley	137,556	–	–	146,988	284,544
Phosphate rock	–	36,848	–	–	36,848
Fuel oil	–	–	5,240	31,025	36,265
Other commodities not listed	461,631	540,709	6,125	36,017	1,044,482
SAULT STE MARIE	*102,489*	*2,460,760*	*234,478*	*1,834,088*	*3,631,813*
Coal, bituminous	–	2,371,210	–	–	2,371,210
Iron ore and concentrates	–	332,961	–	1,450,522	1,783,483
Limestone	–	640,053	–	–	640,053
Fuel oil	–	10,503	10,413	235,251	256,167
Plate and sheet steel	38,261	2,595	166,087	–	206,943
Gasoline	–	–	–	131,980	131,980
Other commodities not listed	64,228	103,438	57,978	16,335	241,979

Principal commodities[1] in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1973 (tons) (concluded)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
PORT-ALFRED	*404,181*	*3,307,818*	*26,673*	*382,382*	*4,121,054*
Alumina and bauxite ores	185	2,413,537	609	–	2,414,331
Fuel oil	–	399,782	–	–	399,782
Coke	–	276,046	–	–	276,046
Newsprint	189,743	–	–	–	189,743
Fluorspar	–	33,683	–	150,786	184,469
Inorganic chemicals, n.e.s	2,349	96,865	16,034	38,949	154,197
Pulpwood	–	–	–	117,510	117,510
Aluminum	109,198	2,367	–	–	111,565
Other commodities not listed	102,706	85,538	10,030	75,137	273,411
TROIS-RIVIÈRES	*1,334,299*	*819,079*	*75,755*	*1,708,792*	*3,937,925*
Wheat	627,281	25,501	54,543	652,065	1,359,390
Fuel oil	67,669	276,455	16,885	360,946	721,955
Barley	191,418	29,012	2,680	206,446	429,556
Pulpwood	–	–	950	255,810	256,760
Newsprint	131,609	–	–	–	131,609
Salt	–	–	–	115,542	115,542
Other commodities not listed	316,322	488,111	697	117,983	923,113
NEW WESTMINSTER	*750,979*	*412,152*	*1,183,884*	*1,192,750*	*3,539,765*
Sand and gravel	–	–	974,989	418,464	1,393,453
Logs	937	3,750	5,920	452,567	463,174
Pulpwood	174,648	–	159,450	680	334,778
Lumber and timber	156,996	–	18,980	36,146	212,122
Cement	11,810	6,000	–	160,014	177,824
Waste and scrap, n.e.s	9,231	–	14,200	1,590	25,021
Other commodities not listed	397,357	402,402	10,345	123,289	933,393
TORONTO	*200,644*	*1,500,006*	*213,789*	*1,444,688*	*3,359,127*
Fuel oil	37,235	128,620	102,051	407,256	675,162
Coal, bituminous	–	590,728	–	–	590,728
Cement	31,012	–	4,500	310,635	346,147
Wheat	–	–	–	245,870	245,870
Salt	–	36,590	–	160,802	197,392
Raw sugar	–	185,146	–	3,360	188,506
Soya beans	–	137,891	–	11,215	149,106
Barley	3,629	3,600	–	119,879	127,108
Other commodities not listed	128,768	417,431	107,238	185,671	839,108
LAKEVIEW (PORT CREDIT)	*55,169*	*2,335,383*	*205,613*	*6,840*	*2,603,005*
Coal, bituminous	–	2,335,383	27,895	–	2,363,278
Other commodities not listed	55,169	–	177,718	6,840	239,727

[1]Only commodities totalling over 100,000 tons are listed.
[2]Includes Roberts Bank.

Principal commodities in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1975 (tons)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
VANCOUVER[1]	*26,522,605*	*3,106,227*	*2,701,806*	*3,190,681*	*35,521,319*
Coal, bituminous	11,324,982	–	182,677	–	11,507,659
Wheat	4,099,680	–	–	–	4,099,680
Sand and gravel	14,700	908,045	7,300	1,694,704	2,624,749
Sulphur in ores	1,739,487	–	7,937	–	1,747,424
Lumber and timber	1,440,100	7,386	62,407	118,490	1,628,383
Potash	1,877,688	–	–	–	1,877,688
Logs	94,428	30,556	13,280	700,572	838,836
Barley	1,254,746	–	–	–	1,254,746
Fuel oil	219,268	47,360	1,136,573	–	1,403,201
Pulpwood	86,252	1,785	436,137	44,114	568,288
Rapeseed	692,322	–	–	–	692,322
Containerized freight	358,635	401,902	–	–	760,537
Salt	–	347,840	34,684	–	382,524
Gasoline	65,835	–	390,031	–	455,866
Pulp	742,992	5,486	8,870	79,053	836,401
Cement	93,717	21,100	3,728	138,641	257,186
Newsprint	25,441	–	2,170	186,613	214,224
Inorganic chemicals	17,064	28,808	152,946	4,600	203,418
Limestone	118,985	–	5,850	195,687	320,522
Flaxseed	90,604	–	–	–	90,604
Asbestos	56,686	–	–	–	56,686
Waste and scrap, n.e.s.	–	–	29,348	4,700	34,048
Building paper and board	74	37	25,598	128	25,837
Passenger autos and chassis	37	6,510	166	38	6,751
Fertilizers, n.e.s.	68,221	16,817	1,595	–	86,633
Other commodities not listed	2,040,661	1,282,595	200,509	23,341	3,547,106
SEPT-ÎLES – POINTE-NOIRE	*23,336,976*	*456,829*	*3,473,806*	*927,458*	*30,195,159*
Iron ore and concentrates	25,321,250	–	3,456,857	–	28,778,107
Fuel oil	–	246,250	64	632,967	879,281
Benzene	–	150,281	–	16,970	167,251
Other commodities not listed	15,726	60,298	16,975	277,521	370,520
THUNDER BAY	*3,100,271*	*146,929*	*13,791,920*	*988,700*	*20,027,820*
Wheat	124,223	–	9,465,387	–	9,589,610
Iron ore and concentrates	1,735,906	–	2,584,953	–	4,320,859
Barley	301,833	–	2,499,861	–	2,801,694
Oats	134,899	–	310,498	–	445,397
Rapeseed	40,316	–	20,906	–	61,222
Flaxseed	131,787	–	23,827	–	155,614
Fuel oil	–	–	–	290,397	290,397
Gasoline	–	–	–	195,673	195,673
Hulls, screenings and chaff	18,960	–	58,822	–	77,782
Newsprint	85,196	–	–	83	85,279
Rye	108,744	–	131,022	–	239,766
Concentrated and complete feeds	205,057	–	2,639	–	207,696
Other commodities not listed	213,350	146,929	694,005	502,547	1,556,831
MONTREAL	*4,803,774*	*3,754,654*	*4,731,822*	*5,342,688*	*18,632,938*
Fuel oil	800,122	525,107	2,955,583	695,795	4,976,607
Wheat	1,511,404	242,320	28,851	2,179,456	3,962,031
Containerized freight	780,800	607,204	–	–	1,388,004
Gasoline	59,064	–	1,068,375	336,687	1,464,126
Crude petroleum	–	19,786	14,969	157,466	192,221
Salt	6,886	316,815	8,758	299,000	631,459
Cement	230,510	–	53,862	–	284,372
Gypsum	–	–	–	570,824	570,824
Raw sugar	–	421,895	–	–	421,895
Barley	248,041	–	1,922	497,877	747,840
Corn	110,322	255,898	–	16,478	382,698
Organic chemicals, n.e.s.	68,982	30,662	23,381	3,193	126,218
Coal, bituminous	–	199,535	–	–	199,535
Petroleum and coal products, n.e.s.	9,111	–	23,192	271,729	304,032
Structural shapes	13,996	41,206	35,847	355	91,404
Lubricating oil and grease	68	27,158	144,041	–	171,267
Machinery, n.e.s.	34,503	27,664	33,459	5,382	101,008
Manganese ore	–	103,499	3,538	–	107,037
Plate and sheet steel	15,136	99,803	5,004	36	119,979
Molasses, crude	–	108,258	–	–	108,258
Bars and rods, steel	4,646	86,857	3,169	–	94,672
Other commodities not listed	910,183	640,987	327,871	308,410	2,187,451
PORT-CARTIER	*13,153,841*	*1,810,240*	*5,552*	*2,658,256*	*17,627,889*
Iron ore and concentrates	9,098,568	–	3,572	–	9,102,140
Wheat	2,855,524	915,721	–	2,064,329	5,835,574
Corn	591,633	638,627	–	–	1,230,260
Barley	308,256	19,201	–	273,299	600,756
Fuel oil	–	–	–	213,731	213,731
Other commodities not listed	299,860	236,691	1,980	106,897	645,428
HAMILTON	*187,789*	*8,849,665*	*373,436*	*4,859,487*	*14,270,387*
Iron ore and concentrates	–	2,651,711	–	4,002,691	6,654,402
Coal, bituminous	–	5,573,043	–	462,331	6,035,374
Fuel oil	–	–	39,563	247,268	286,831
Plate and sheet steel	81,762	17,434	188,328	–	287,524
Sand and gravel	–	168,806	14	25	168,845
Soybeans	–	135,785	–	11,281	147,066
Gasoline	–	–	–	–	–
Other commodities not listed	106,027	302,886	145,521	135,891	690,325

Principal commodities in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1975 (tons) (continued)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
QUEBEC					
Crude petroleum	*3,064,383*	*4,011,456*	*1,176,293*	*4,243,875*	*12,496,009*
Fuel oil	–	3,380,830	29,309	287,763	3,697,902
Wheat	228,890	8,320	944,116	949,234	2,130,560
Barley	1,194,108	50,916	–	1,130,352	2,375,376
Containerized freight	337,447	9,099	–	493,154	839,700
Gasoline	265,885	228,437	–	–	494,322
Zinc ore and concentrates	–	21,244	166,423	574,338	762,005
Pulpwood	472,960	–	–	–	472,960
Corn	–	194,333	–	564,480	564,480
Cement	75,905	–	855	16,451	286,689
Newsprint	17,390	–	–	–	18,245
Salt	94,557	23,675	–	74,925	98,600
Asbestos	–	–	–	–	4,996
Other commodities not listed	4,996	94,602	35,590	153,188	655,629
	372,249				
HALIFAX					
Crude petroleum	*3,284,274*	*5,495,901*	*2,109,176*	*853,381*	*11,742,732*
Gypsum	–	4,565,684	45,157	14,969	4,625,810
Fuel oil	1,762,393	–	165,836	–	1,928,229
Containerized freight	33,327	42,440	1,317,875	441,066	1,834,708
Gasoline	668,951	721,156	–	–	1,390,107
Wheat	77,966	–	556,359	203,024	837,349
Other commodities not listed	351,512	–	–	146,795	498,307
	390,125	166,621	23,949	47,527	628,222
SAINT JOHN					
Crude petroleum	*2,101,253*	*6,765,621*	*1,911,288*	*72,514*	*10,850,676*
Fuel oil	146,896	6,085,367	–	–	6,232,263
Gasoline	165,718	7,555	1,453,990	38,135	1,665,398
Wheat	36,043	–	437,671	34,319	508,033
Containerized freight	446,523	–	–	–	446,523
Raw sugar	220,559	230,341	–	–	450,900
Pulp	–	238,107	–	–	238,107
Wheat flour	321,057	2,232	–	–	323,289
Newsprint	164,118	6	–	–	164,124
Other commodities not listed	190,008	–	–	–	190,008
	410,331	202,013	19,627	60	632,031
SARNIA					
Coal, bituminous	*1,514,405*	*4,243,110*	*2,875,372*	*457,538*	*9,090,425*
Fuel oil	–	2,662,465	–	–	2,662,465
Gasoline	1,232,209	–	1,316,441	107,442	2,656,092
Limestone	191,403	–	1,045,621	–	1,237,023
Wheat	–	1,438,161	–	–	1,438,161
Petroleum coal products	–	–	174,624	128,516	303,140
Inorganic chemicals, n.e.s.	21,128	15,300	45,235	20,026	101,689
Lubricating oil and grease	2,425	–	174,230	5,163	181,818
Organic chemicals, n.e.s.	–	–	13,488	125,745	139,233
Other commodities not listed	28,461	–	–	18,386	46,847
	38,780	127,184	105,733	52,260	323,957
PORT HAWKESBURY					
Crude petroleum	*1,492,406*	*4,057,152*	*2,098,553*	*70,316*	*7,718,427*
Fuel oil	884,064	4,040,310	242,606	–	5,166,980
Gypsum	1,904	–	1,507,382	70,241	1,579,527
Petroleum and coal products, n.e.s.	53,262	–	–	–	533,262
Gasoline	–	–	72,763	75	72,838
Other commodities not listed	–	–	275,802	–	275,882
	73,176	16,842	–	–	90,018
BAIE-COMEAU					
Wheat	*3,477,322*	*1,188,476*	*78,343*	*2,589,878*	*7,334,019*
Barley	1,696,696	342,591	–	1,248,205	3,287,492
Newsprint	875,212	83,221	–	809,330	1,767,763
Alumina and bauxite ores	290,631	–	17,805	–	308,436
Fuel oil	–	220,608	–	–	220,608
Corn	–	–	–	190,249	190,249
Soybeans	318,692	173,491	–	164,627	656,810
Pulpwood	257,862	269,986	–	–	527,848
Other commodities not listed	–	–	–	–	–
	38,229	98,579	60,538	177,467	374,813
SOREL					
Titanium ore	*2,199,541*	*795,589*	*13,926*	*3,499,530*	*6,508,586*
Wheat	–	–	–	2,576,481	2,576,481
Slag, drosses, by-products	1,081,329	207,192	–	853,619	2,142,140
Pig iron	735,720	–	–	–	735,720
Coal, n.e.s.	348,498	–	13,196	–	361,694
Barley	–	342,677	–	–	342,677
Phosphate rock	20,400	20,571	–	38,031	79,002
Fuel oil	–	–	–	–	–
Other commodities not listed	–	–	–	20,279	20,279
	213,594	225,149	730	11,120	450,593
SAULT STE MARIE					
Coal, bituminous	*90,077*	*4,150,074*	*209,572*	*1,480,992*	*5,930,715*
Iron ore and concentrates	–	1,981,997	–	–	1,981,997
Limestone	–	1,373,510	–	1,035,022	2,408,532
Fuel oil	–	672,069	300	–	672,369
Plate and sheet steel	–	–	–	284,125	284,125
Gasoline	43,467	–	131,074	188	174,729
Other commodities not listed	–	–	–	157,965	157,965
	46,610	122,498	78,198	3,692	250,998

Principal commodities in water-borne cargo loaded and unloaded at ports handling the largest tonnages in 1975 (tons) (concluded)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
PORT-ALFRED	*354,141*	*3,186,454*	*10,966*	*452,641*	*4,004,202*
Alumina and bauxite ores	–	2,625,868	–	–	2,625,868
Fuel oil	–	35,452	–	371,494	406,946
Coke	5,923	298,272	–	–	304,195
Newsprint	198,906	–	–	–	198,906
Fluorspar	–	53,736	–	–	53,736
Inorganic chemicals, n.e.s.	–	163,168	–	–	163,168
Pulpwood	–	–	–	27,705	27,705
Aluminum	97,153	557	–	–	97,710
Other commodities not listed	52,159	9,401	10,966	53,442	125,968
TORONTO	*291,335*	*1,157,611*	*220,304*	*1,317,914*	*2,987,164*
Fuel oil	56,297	14,718	147,942	217,264	436,221
Coal, bituminous	–	179,587	–	22,344	201,931
Cement	–	–	–	480,875	480,875
Wheat	–	–	7,650	185,272	192,922
Salt	–	85,742	–	144,759	230,501
Raw sugar	–	187,758	–	–	187,758
Soybeans	–	288,573	–	30,760	319,333
Barley	–	–	–	114,954	114,954
Other commodities not listed	235,038	401,233	64,712	121,686	822,669
TROIS-RIVIÈRES	*883,679*	*256,006*	*23,389*	*1,678,350*	*2,841,424*
Wheat	688,583	99,470	6,097	640,607	1,434,757
Fuel oil	–	29,676	–	587,064	616,740
Barley	–	–	4,118	47,326	51,444
Pulpwood	–	–	–	243,527	243,527
Newsprint	157,813	–	–	–	157,813
Salt	–	–	–	38,692	38,692
Other commodities not listed	37,283	126,860	13,174	121,134	298,451
NEW WESTMINSTER	*359,274*	*419,567*	*780,988*	*721,338*	*2,481,167*
Sand and gravel	–	109,900	632,113	265,767	1,007,780
Logs	6,865	–	7,650	174,374	188,889
Pulpwood	95,194	–	85,565	1,000	181,759
Lumber and timber	42,068	106	7,825	1,350	51,349
Cement	30	1,000	9,800	147,320	158,150
Waste and scrap, n.e.s.	1,000	–	3,100	–	4,100
Other commodities not listed	414,117	308,561	34,935	131,527	889,140
LAKEVIEW (PORT CREDIT)	–	*1,795,896*	–	*107,619*	*1,903,515*
Coal, bituminous	–	1,795,896	–	107,619	1,903,515
Other commodities not listed	–	–	–	–	–

[1]Includes Roberts Bank

15.24 Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1976 (tonnes)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
VANCOUVER	*23 916 215*	*2 887 869*	*2 [illegible]*	*3 561 410*	*32 472 [illegible]*
Coal, bituminous	9 249 353	–	87 [illegible]	–	9 336 [illegible]
Wheat	3 415 304	–	2 177	–	3 417 481
Sand and gravel	–	759 518	15 334	1 863 289	2 638 141
Sulphur in ores	2 165 235	–	864	–	2 133 882
Lumber and timber	1 912 844	18 456	75 789	129 465	2 136 554
Potash	1 475 944	–	–	–	1 475 944
Logs	115 819	18 144	17 345	972 414	1 123 722
Barley	1 760 565	–	–	–	1 760 565
Fuel oil	114 485	37 980	847 548	86	1 000 099
Pulpwood	150 476	–	502 326	18 135	670 937
Rapeseed	547 149	–	–	–	547 149
Containerized freight	412 196	418 043	–	–	830 239
Salt	–	285 501	42 393	–	327 894
Gasoline	21 388	–	331 465	–	352 853
Pulp	554 685	–	7 117	107 653	669 455
Cement	51 376	31 421	8 126	94 891	185 814
Newsprint	14 559	–	635	223 185	238 379
Inorganic chemicals	8 396	30 210	84 046	290	122 942
Limestone	82 463	–	3 402	123 813	209 678
Flaxseed	92 379	–	–	–	92 379
Asbestos	57 181	–	–	–	57 181
Waste and scrap	1 594	24	61 583	7 575	70 776
Building paper and board	2 866	112	25 383	3 655	32 016
Petroleum and coal products	234 809	–	454	12	235 275
Concentrated and complete feeds	182 086	–	82	–	182 168
Phosphate rock	–	575 494	–	–	575 494
Other commodities not listed	1 333 065	512 789	185 659	16 948	2 048 461
SEPT-ÎLES–POINTE-NOIRE	*26 563 998*	*243 161*	*3 245 413*	*1 094 185*	*31 146 755*
Iron ore and concentrates	26 560 440	–	3 233 686	–	29 794 126
Fuel oil	–	–	2 372	900 102	902 474
Benzene	–	196 865	–	–	196 865
Other commodities not listed	3 556	46 296	9 355	194 083	253 290
PORT-CARTIER	*17 814 565*	*1 614 001*	*4 691*	*2 253 207*	*21 686 464*
Iron ore and concentrates	14 321 246	–	–	–	14 321 246
Wheat	1 913 144	392 789	–	1 606 335	3 912 268
Corn	1 142 124	1 058 104	–	43 345	2 243 573
Barley	204 498	21 745	–	221 293	447 536
Fuel oil	–	–	–	266 386	266 386
Other commodities not listed	233 554	141 362	4 691	115 849	495 456
THUNDER BAY	*3 135 135*	*106 012*	*14 233 808*	*814 483*	*18 309 438*
Wheat	115 981	–	8 400 021	–	8 516 002
Iron ore and concentrates	1 690 690	–	2 472 365	–	4 163 055
Barley	206 369	–	2 560 528	–	2 766 897
Oats	365 753	–	285 132	–	650 885
Rapeseed	59 757	–	–	–	59 757
Flaxseed	100 860	–	38 761	–	139 621
Fuel oil	–	–	–	256 264	256 264
Gasoline	–	–	–	158 941	158 941
Hulls, screenings and chaff	–	–	49 542	–	49 542
Newsprint	159 987	–	–	–	159 987
Rye	72 166	–	56 995	–	129 161
Concentrated and complete feeds	237 703	–	–	–	237 703
Other commodities not listed	145 868	106 012	370 464	399 278	1 021 622
MONTREAL	*4 086 607*	*3 501 687*	*3 971 713*	*4 086 241*	*15 566 248*
Fuel oil	715 225	652 653	2 634 009	412 759	4 414 646
Wheat	1 112 201	51 018	–	1 809 565	2 972 784
Containerized freight	942 264	702 773	–	–	1 645 037
Gasoline	18 448	–	819 901	177 345	1 015 694
Crude petroleum	–	–	–	81 606	81 606
Salt	4 672	318 879	25	281 613	605 189
Cement	46 608	–	9 132	6	55 746
Gypsum	–	–	–	435 693	435 693
Raw sugar	–	383 995	–	–	383 995
Barley	65 415	15 135	–	303 899	384 449
Corn	74 689	197 916	11 548	37 804	321 957
Organic chemicals	123 676	20 291	4 438	1 758	150 163
Coal, bituminous	–	198 528	19 836	19 770	238 134
Petroleum and coal products	3 727	15 527	16 950	269 949	306 153
Structural shapes	14 498	77 627	31 370	90	123 585
Lubricating oil and grease	941	36	105 056	142	106 175
Machinery	25 856	22 477	30 486	4 446	83 265
Manganese ore	–	183 154	–	–	183 154
Plate and sheet steel	44 808	35 535	2 789	102	83 234
Molasses, crude	–	98 059	–	–	98 059
Bars and rods, steel	25 362	36 452	4 296	–	66 110
Other commodities not listed	868 220	491 632	281 879	169 693	1 811 424
QUEBEC	*3 150 039*	*4 260 239*	*961 003*	*3 789 227*	*12 160 508*
Crude petroleum	–	3 553 566	58 033	127 713	3 739 312
Fuel oil	228 615	–	664 274	671 278	1 564 167
Wheat	1 255 868	8 437	–	1 319 990	2 584 295
Barley	155 344	–	–	336 119	491 463
Containerized freight	361 108	275 255	–	–	636 363
Gasoline	17 755	–	102 657	466 958	587 370
Zinc ore and concentrates	538 765	–	–	–	538 765

Principal commodities in water-borne cargo loaded and unloaded at ports handling [illegible] tonnes in 1976 (tonnes) (continued)

Port and commodity	International		[illegible]		
	Loaded	Unloaded	Loaded	Unloaded	
QUEBEC (concluded)					
Pulpwood	–	–	–	592 101	592 101
Corn	76 097	172 611	149	72 051	322 252
Alumina and bauxite ores	–	49 841	33 432	–	83 273
Newsprint	176 801	–	–	–	176 801
Salt	–	78 649	–	121 742	200 391
Asbestos	5 248	–	–	–	5 248
Other commodities not listed	334 439	121 880	101 113	81 276	638 708
HAMILTON	*906 029*	*6 648 530*	*299 255*	*4 818 918*	*12 088 732*
Iron ore and concentrates	–	1 736 028	–	4 237 738	5 973 766
Coal, bituminous	–	4 396 621	–	277 809	4 674 430
Fuel oil	–	–	509	155 348	155 857
Plate and sheet steel	205 594	1 126	159 197	19 269	385 186
Sand and gravel	–	145 543	–	64	145 607
Soybeans	–	127 484	–	–	127 484
Gasoline	–	–	–	13 764	13 764
Other commodities not listed	100 436	241 789	139 570	130 824	612 619
HALIFAX	*2 638 250*	*5 136 660*	*2 001 230*	*698 911*	*10 475 051*
Crude petroleum	–	4 495 445	–	–	4 495 445
Gypsum	1 441 757	–	136 912	–	1 578 669
Fuel oil	57 097	–	1 308 859	429 373	1 795 329
Containerized freight	504 806	528 357	–	–	1 033 163
Gasoline	102 301	–	538 283	141 089	781 673
Wheat	269 771	–	–	56 791	326 562
Other commodities not listed	262 517	112 857	17 176	71 659	464 209
SAINT JOHN	*2 047 787*	*6 043 843*	*1 905 792*	*91 588*	*10 089 010*
Crude petroleum	–	5 266 211	–	–	5 266 211
Fuel oil	57 270	15 537	1 403 298	44 092	1 520 197
Gasoline	82 283	–	455 642	47 496	585 421
Wheat	439 034	–	–	–	439 034
Containerized freight	550 912	381 277	–	–	932 189
Raw sugar	–	220 616	–	–	220 616
Pulp	315 913	499	–	–	316 412
Wheat flour	128 837	–	–	–	128 837
Newsprint	143 105	1 361	–	–	144 466
Other commodities not listed	330 434	158 343	46 852	–	535 629
SARNIA	*1 082 435*	*3 163 348*	*2 582 324*	*399 392*	*7 227 499*
Coal, bituminous	–	1 821 703	–	77 670	1 899 373
Fuel oil	916 063	–	1 302 200	63 180	2 281 443
Gasoline	81 364	–	861 473	6 047	948 884
Limestone	–	1 232 123	–	–	1 222 123
Wheat	–	–	87 837	96 653	184 490
Petroleum coal products	–	23 133	25 350	10 638	59 121
Inorganic chemicals	5 719	–	183 548	–	189 267
Lubricating oil and grease	550	–	18 397	92 666	111 613
Organic chemicals	60 897	–	1 758	3 221	65 876
Other commodities not listed	17 842	86 389	101 762	49 318	255 311
BAIE-COMEAU	*3 262 126*	*1 100 491*	*45 750*	*2 588 199*	*6 996 566*
Wheat	1 049 571	210 236	–	961 845	2 221 652
Barley	1 306 906	–	–	1 244 577	2 551 483
Newsprint	289 753	–	9 754	–	299 507
Alumina and bauxite ores	–	270 328	–	–	270 328
Fuel oil	–	–	–	162 979	162 979
Corn	371 418	256 905	–	168 724	797 047
Soybeans	222 973	220 772	–	–	443 745
Aluminum	19 702	–	34 473	18	54 193
Other commodities not listed	1 803	142 251	1 523	50 056	195 633
PORT HAWKESBURY	*1 675 493*	*3 218 261*	*1 386 892*	*66 709*	*6 347 355*
Crude petroleum	930 504	3 212 308	–	–	4 142 812
Fuel oil	84 550	–	1 110 877	61 228	1 256 655
Gypsum	564 475	–	–	–	564 475
Petroleum and coal products	–	–	77 972	5 481	83 453
Gasoline	462	–	198 044	–	198 506
Other commodities not listed	95 502	5 953	–	–	101 455
SAULT STE MARIE	*157 510*	*3 955 779*	*208 191*	*1 464 395*	*5 785 875*
Coal, bituminous	–	2 273 527	–	–	2 273 527
Iron ore and concentrates	–	1 020 566	–	1 080 045	2 100 611
Limestone	–	659 465	–	–	659 465
Fuel oil	–	–	–	221 892	221 892
Plate and sheet steel	9 678	–	111 662	–	121 340
Gasoline	–	–	–	128 338	128 338
Other commodities not listed	147 832	2 221	96 529	34 120	280 702
SOREL	*2 030 281*	*464 113*	*11 554*	*2 842 845*	*5 348 793*
Titanium ore	–	–	–	2 134 600	2 134 600
Wheat	670 023	71 138	–	586 598	1 327 759
Slag, drosses, byproducts	717 410	–	–	–	717 410
Pig iron	431 207	–	7 649	–	438 856
Coal	–	220 914	–	–	220 914
Barley	87 911	23 101	–	102 975	213 987
Corn	84 600	84 063	–	4 824	173 487
Fuel oil	–	–	–	8 123	8 123
Other commodities not listed	39 131	64 897	3 905	5 724	113 657

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1976 (tonnes) (concluded)

Port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
NANTICOKE	–	*3 269 412*	–	*105 566*	*3 374 978*
Coal, bituminous	–	3 269 412	–	105 566	3 374 978
Other commodities not listed	–	–	–	–	–
TROIS-RIVIERES	*976 186*	*380 916*	*33 465*	*1 642 009*	*3 032 576*
Wheat	540 254	23 658	24 628	543 415	1 131 955
Fuel oil	–	27 177	5 046	598 892	631 115
Barley	74 871	–	1 642	99 904	176 417
Pulpwood	–	–	–	205 002	205 002
Newsprint	184 306	–	–	–	184 306
Salt	–	11 793	–	76 565	88 358
Other commodities not listed	176 755	318 288	2 149	118 232	615 424
VICTORIA	*732 764*	*209 698*	*1 634 833*	*344 723*	*2 922 018*
Wheat	169 659	–	–	2 177	171 836
Logs	6 845	70 322	40 969	6 840	124 976
Sand and gravel	–	31 026	1 447 092	2 790	1 480 908
Lumber and timber	405 110	3 904	72 709	3 719	485 442
Cement	82 287	21 319	–	33 935	137 541
Gasoline	–	–	–	95 657	95 657
Fuel oil	–	32 261	155	139 888	172 304
Other commodities not listed	68 864	50 867	73 908	59 716	253 355
WINDSOR	*631 076*	*638 437*	*853 089*	*490 273*	*2 812 795*
Salt	727 001	290	726 125	–	1 453 416
Gasoline	–	–	–	192 847	192 847
Fuel oil	23 847	17 794	6 643	132 262	180 546
Plate and sheet steel	911	3 378	120	90 834	95 243
Limestone	–	381 519	–	–	381 519
Other commodities not listed	79 318	235 455	120 121	74 331	509 225
TORONTO	*180 511*	*1 007 153*	*175 401*	*1 447 314*	*2 810 379*
Fuel oil	–	–	123 888	133 147	257 035
Coal, bituminous	–	44 662	–	–	44 662
Cement	1	–	–	418 132	418 133
Wheat	–	–	24 603	284 832	309 435
Salt	–	104 115	–	203 611	307 726
Raw sugar	–	182 812	–	–	182 812
Soybeans	–	319 657	–	11 665	331 322
Barley	–	–	–	85 682	85 682
Other commodities not listed	180 510	355 908	26 911	310 244	873 573
NEW WESTMINSTER	*1 024 105*	*491 295*	*154 040*	*928 737*	*2 598 177*
Sand and gravel	–	75 070	9 072	361 858	446 000
Logs	8 571	–	6 895	288 212	303 678
Pulpwood	130 933	–	95 494	2 716	229 143
Lumber and timber	177 551	23	10 795	6 622	194 991
Cement	–	–	11 045	172 720	183 765
Pulp	291 023	3 017	1 361	6 278	301 679
Other commodities not listed	416 028	413 186	19 378	90 331	938 923

[1]Includes Roberts Bank

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1977					
VANCOUVER[1]	*27 776 182*	*2 788 825*	*2 225 999*	*3 392 927*	*36 183 933*
Coal, bituminous	9 423 445	–	144 557	–	9 568 002
Wheat	5 232 687	–	–	–	5 232 687
Sand and gravel	2 903	819 499	39 146	1 807 206	2 668 754
Sulphur in ores	2 648 886	–	11 481	–	2 660 367
Lumber and timber	2 227 739	27 988	68 940	99 104	2 423 771
Potash	1 322 232	–	476	–	1 322 708
Logs	255 514	10 755	32 762	730 469	1 029 500
Barley	1 095 635	–	–	–	1 095 635
Fuel oil	137 671	–	688 896	–	826 567
Pulpwood	338 384	–	540 743	39 684	918 811
Rapeseed	861 848	–	–	–	861 848
Containerized freight	550 932	520 195	–	–	1 071 127
Salt	–	291 575	35 087	–	326 662
Gasoline	28 749	–	292 423	–	321 172
Pulp	649 902	1 778	4 619	145 672	801 971
Cement	41 878	26 080	6 534	73 960	148 452
Newsprint	19 431	–	–	236 490	255 921
Inorganic chemicals	12 188	3 039	97 110	2 014	114 351
Limestone	293 952	–	3 629	215 530	513 111
Flaxseed	129 264	–	–	–	129 264
Asbestos	65 215	–	–	–	65 215
Waste and scrap	44	6	66 912	3 220	70 182
Building paper and board	218	108	10 530	–	10 856
Petroleum and coal products	234 060	–	326	36	234 422
Concentrated and complete feeds	324 973	–	–	–	324 973
Phosphate rock	–	647 033	–	–	647 033
Other commodities not listed	1 878 432	440 769	181 828	39 542	2 540 571
SEPT-ÎLES-POINTE-NOIRE	*26 460 726*	*382 828*	*4 069 517*	*1 175 058*	*32 088 129*
Iron ore and concentrates	26 449 877	–	4 061 199	–	30 511 076
Fuel oil	–	63 257	619	921 472	985 348
Bentonite	–	241 829	–	–	241 829
Other commodities not listed	10 849	77 742	7 699	253 586	349 876
PORT-CARTIER	*17 503 987*	*1 847 160*	*22 633*	*2 397 911*	*21 771 691*
Iron ore and concentrates	13 443 309	–	17 971	–	13 461 280
Wheat	2 283 314	368 296	–	1 796 662	4 448 272
Corn	1 312 842	1 310 863	–	12 325	2 636 030
Barley	270 700	26 965	–	209 103	506 768
Fuel oil	–	–	–	267 705	267 705
Other commodities not listed	193 822	141 036	4 662	112 116	451 636
THUNDER BAY	*3 366 182*	*416 328*	*15 090 650*	*946 298*	*19 819 458*
Wheat	240 244	–	9 403 232	–	9 643 476
Iron ore and concentrates	1 575 891	–	3 004 074	–	4 579 965
Barley	203 086	–	1 951 220	–	2 154 306
Oats	197 511	–	308 507	–	506 018
Rapeseed	166 793	–	–	–	166 793
Flaxseed	188 417	–	32 174	–	220 591
Fuel oil	–	–	–	284 149	284 149
Gasoline	–	–	–	194 682	194 682
Hulls, screenings and chaff	32 611	–	72 728	–	105 339
Newsprint	165 975	–	1 114	–	167 089
Rye	60 350	–	28 130	–	88 480
Concentrated and complete feeds	313 298	–	–	–	313 298
Other commodities not listed	222 006	416 328	289 471	467 467	1 395 272
MONTREAL	*5 040 288*	*3 638 712*	*3 938 471*	*4 192 675*	*16 810 146*
Fuel oil	1 048 863	886 929	2 213 270	581 994	4 731 056
Wheat	1 544 760	68 820	15 143	1 814 253	3 442 976
Containerized freight	884 573	831 330	–	–	1 715 903
Gasoline	9 985	–	1 094 198	43 175	1 147 358
Crude petroleum	–	153 151	–	–	151 151
Salt	–	235 443	1 460	358 300	595 203
Cement	33 766	–	30 022	684	54 472
Gypsum	–	–	–	571 566	571 566
Raw sugar	–	384 173	–	–	384 173
Barley	106 083	–	812	398 567	505 462
Corn	58 649	145 651	1 784	94 087	300 171
Organic chemicals	275 253	22 581	6 838	14	304 686
Coal, bituminous	–	27 748	84 005	–	111 753
Petroleum and coal products	5 277	3	21 317	165 624	192 221
Structural shapes	18 249	82 235	13 491	54	114 029
Lubricating oil and grease	440	2	130 828	4	131 274
Machinery	33 376	21 289	37 815	4 874	97 354
Manganese ore	3 302	106 823	–	–	110 125
Plate and sheet steel	40 296	50 858	6 803	6	97 963
Molasses, crude	–	87 784	–	–	87 784
Bars and rods, steel	14 305	44 803	6 210	6	65 324
Other commodities not listed	973 111	491 089	274 475	159 467	1 898 142
QUEBEC	*3 267 364*	*5 015 527*	*1 501 499*	*4 126 524*	*13 910 914*
Crude petroleum	–	4 225 927	21 082	79 463	4 326 472
Fuel oil	97 838	18 913	1 330 907	584 903	2 032 561
Wheat	1 400 164	–	–	1 435 909	2 836 073
Barley	697 079	13 338	–	891 672	1 602 089
Containerized freight	372 100	315 998	–	–	688 098
Gasoline	–	–	72 077	552 649	624 726
Zinc ore and concentrates	284 907	–	–	–	284 907

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (continued)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1977 (continued)					
QUEBEC (concluded)					
Pulpwood	—	—	—	71 719	71 719
Corn	39 249	107 086	—	110 193	256 528
Alumina and bauxite ores	—	—	17 377	—	17 377
Newsprint	127 600	—	—	—	127 600
Salt	—	67 623	—	170 997	238 620
Asbestos	1 367	—	—	—	1 367
Other commodities not listed	247 060	266 642	60 056	229 019	802 777
HAMILTON	*138 750*	*5 530 662*	*306 352*	*6 029 636*	*12 005 400*
Iron ore and concentrates	24 585	1 126 001	—	5 134 929	6 285 515
Coal, bituminous	—	3 888 828	—	471 157	4 359 985
Fuel oil	—	—	276	254 406	254 682
Plate and sheet steel	98 400	11 692	108 577	2 869	221 538
Sand and gravel	—	114 394	—	16 329	130 723
Soybeans	—	105 558	—	—	105 558
Other commodities not listed	15 765	284 189	197 499	149 946	647 399
HALIFAX	*3 525 596*	*4 588 328*	*2 135 794*	*829 743*	*11 079 461*
Crude petroleum	—	3 639 176	—	—	3 639 176
Gypsum	1 932 122	—	252 955	—	2 185 077
Fuel oil	23 518	74 882	1 178 106	439 438	1 715 944
Containerized freight	872 664	753 135	—	—	1 625 799
Gasoline	34 005	—	669 442	195 978	899 425
Wheat	351 647	—	—	153 057	504 704
Other commodities not listed	311 640	121 135	35 291	41 270	509 336
SAINT JOHN	*2 475 290*	*5 097 633*	*1 994 110*	*640 276*	*10 207 309*
Crude petroleum	—	4 386 643	—	—	4 386 643
Fuel oil	199 479	—	1 450 338	404 547	2 054 364
Gasoline	268 953	—	533 067	226 033	1 028 053
Wheat	504 679	—	—	—	504 679
Containerized freight	503 195	367 721	—	—	870 916
Raw sugar	—	222 817	—	—	222 817
Pulp	358 155	12	—	—	358 167
Wheat flour	56 537	—	—	—	56 537
Newsprint	173 904	—	—	—	173 904
Other commodities not listed	410 388	120 440	10 705	9 696	551 229
SARNIA	*1 092 623*	*3 342 079*	*3 040 865*	*356 565*	*8 032 132*
Coal, bituminous	—	2 708 606	—	79 697	2 788 303
Fuel oil	864 043	—	1 402 934	6 822	2 273 799
Gasoline	16 537	—	900 757	—	917 294
Limestone	—	735 776	—	—	735 776
Wheat	—	—	199 083	130 408	329 491
Petroleum coal products	311	40 188	111 902	11 239	163 640
Inorganic chemicals	4 957	2 268	239 884	—	247 109
Lubricating oil and grease	—	—	26 174	116 229	142 403
Organic chemicals	189 197	13 066	—	9 614	211 877
Other commodities not listed	17 578	42 175	160 131	2 556	222 440
BAIE-COMEAU	*3 130 372*	*1 230 111*	*78 846*	*2 142 998*	*6 582 327*
Wheat	2 061 928	395 423	—	1 722 995	4 180 346
Barley	269 543	70 765	—	155 139	495 447
Newsprint	321 945	—	13 636	—	335 581
Alumina and bauxite ores	—	300 286	—	—	300 286
Fuel oil	—	12 989	—	171 687	184 676
Corn	306 071	237 331	—	22 612	566 014
Soybeans	142 798	96 666	—	11 841	251 305
Aluminum	23 542	—	53 756	—	77 298
Other commodities not listed	4 545	116 651	11 434	58 724	191 354
PORT HAWKESBURY	*1 448 275*	*3 481 957*	*2 271 662*	*67 772*	*7 269 666*
Crude petroleum	597 273	—	79 463	—	676 736
Fuel oil	57 339	—	1 754 189	65 144	1 876 672
Gypsum	656 976	—	—	—	656 976
Petroleum and coal products	24 582	—	108 545	310	133 437
Gasoline	—	—	329 465	2 318	331 783
Other commodities not listed	112 105	3 481 957	—	—	3 594 062
SAULT STE MARIE	*120 504*	*3 645 041*	*184 902*	*2 178 908*	*6 129 355*
Coal, bituminous	—	2 046 952	—	37 048	2 084 000
Iron ore and concentrates	—	900 364	—	1 603 546	2 503 910
Limestone	—	677 288	—	—	677 288
Fuel oil	—	—	—	361 543	361 543
Plate and sheet steel	25 914	—	52 874	—	78 788
Gasoline	—	—	—	141 619	141 619
Other commodities not listed	94 590	20 437	132 028	35 152	282 207
SOREL	*2 009 368*	*403 260*	*10 601*	*3 317 784*	*5 741 013*
Titanium ore	—	—	—	2 325 833	2 325 833
Wheat	828 549	33 915	—	839 927	1 702 391
Slag, drosses, byproducts	593 959	—	—	—	593 959
Pig iron	422 147	—	8 090	—	430 237
Coal	—	297 743	—	—	297 743
Barley	80 251	—	—	64 431	144 682
Corn	22 806	—	—	18 681	41 384
Fuel oil	—	1 897	—	60 319	62 109
Other commodities not listed	61 656	9 590	2 511	8 593	132 879
		60 115			

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (continued)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1977 (concluded)					
NANTICOKE	–	*3 443 940*	–	*108 737*	*3 552 677*
Coal, bituminous	–	3 443 940	–	108 737	3 552 677
Other commodities not listed	–	–	–	–	–
TROIS-RIVIÈRES	*898 738*	*182 917*	*29 366*	*1 490 512*	*2 601 533*
Wheat	631 384	–	2 173	622 850	1 256 407
Fuel oil	–	46 139	2 313	536 707	625 359
Barley	–	–	4 371	38 668	43 039
Pulpwood	–	–	–	29 767	29 767
Newsprint	217 782	–	–	–	217 782
Salt	–	13 407	–	77 520	90 927
Other commodities not listed	49 552	123 371	20 309	145 000	338 232
VICTORIA	*371 816*	*43 686*	*1 569 806*	*312 718*	*2 298 026*
Wheat	–	–	–	–	–
Logs	6 706	14 772	55 375	20 974	97 827
Sand and gravel	2 776	6 441	1 340 285	–	1 349 502
Lumber and timber	267 654	789	77 107	8 709	354 259
Cement	32 767	7 256	–	27 535	67 558
Gasoline	–	–	507	88 280	88 787
Fuel oil	–	–	1 438	127 215	128 653
Other commodities not listed	61 913	16 428	95 094	40 005	213 440
WINDSOR	*885 694*	*778 284*	*692 608*	*592 848*	*2 949 434*
Salt	747 657	–	574 951	–	1 322 608
Gasoline	–	–	–	250 575	250 575
Fuel oil	31 168	6 204	–	146 606	183 978
Plate and sheet steel	–	41 592	–	44 734	86 326
Limestone	–	481 877	–	–	481 877
Other commodities not listed	106 869	248 611	117 657	150 933	624 070
TORONTO	*168 549*	*987 960*	*191 385*	*1 357 611*	*2 705 502*
Fuel oil	4 629	–	137 916	181 487	324 032
Coal, bituminous	–	97 859	–	–	97 859
Cement	–	30	3 754	496 890	500 674
Wheat	–	–	34 418	201 366	235 784
Salt	–	117 416	1 510	181 563	300 489
Raw sugar	–	226 029	–	–	226 029
Soybeans	–	183 830	–	16 305	200 135
Barley	–	–	–	100 289	100 289
Other commodities not listed	163 917	362 806	13 787	179 711	720 221
NEW WESTMINSTER	*716 771*	*588 177*	*240 843*	*930 994*	*2 494 785*
Sand and gravel	–	69 628	19 868	311 990	401 486
Logs	9 919	–	9	321 440	331 368
Pulpwood	310 019	–	146 038	6 396	462 453
Lumber and timber	53 508	8	26 802	21 115	101 433
Cement	15 102	689	6 828	164 312	186 991
Pulp	22 841	3 272	–	3 583	29 696
Other commodities not listed	303 382	514 580	41 238	122 158	981 358
1978					
VANCOUVER[1]	*23 354 157*	*3 112 903*	*3 648 683*	*3 890 193*	*34 005 936*
Coal, bituminous	4 944 533	–	322 706	–	5 267 239
Wheat	5 122 218	–	–	–	5 122 218
Sand and gravel	181	832 007	51 529	1 594 997	2 478 714
Sulphur in ores	2 412 609	–	12 140	–	2 424 749
Lumber and timber	2 069 755	11 170	–	–	2 080 925
Potash	1 601 730	–	–	–	1 601 730
Logs	92 767	6 690	440 632	1 167 590	1 707 679
Barley	1 281 335	–	–	–	1 281 335
Fuel oil	109 869	–	850 646	–	960 515
Pulpwood	446 968	–	1 011 375	35 066	1 493 409
Rapeseed	1 132 688	–	–	–	1 132 688
Containerized freight	657 804	466 363	–	–	1 124 167
Salt	–	412 775	34 495	–	447 270
Gasoline	39 511	–	379 984	–	419 495
Pulp	818 632	3 781	7 684	158 529	988 626
Cement	65 887	109 890	7 478	59 613	242 868
Newsprint	12 935	–	2 522	330 661	346 118
Inorganic chemicals	48 629	54 710	151 990	816	256 145
Limestone	261 251	–	16 459	283 172	560 882
Flaxseed	108 058	–	–	–	108 058
Asbestos	39 320	–	–	–	39 320
Waste and scrap	1 089	–	46 507	9 027	56 623
Building paper and board	818	863	7 907	–	9 588
Petroleum and coal products	201 289	–	10 049	–	211 338
Concentrated and complete feeds	–	5	–	–	5
Phosphate rock	16 493	781 711	–	–	798 204
Other commodities not listed	1 867 788	432 940	294 560	250 722	2 846 010
SEPT-ÎLES–POINTE-NOIRE	*18 776 521*	*240 862*	*2 805 688*	*805 174*	*22 628 245*
Iron ore and concentrates	18 716 983	–	1 833 741	–	20 550 724
Fuel oil	–	57 960	264	423 095	481 319
Bentonite	–	137 459	–	14 054	151 513
Other commodities not listed	59 538	45 443	971 683	368 025	1 244 689

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (continued)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1978 (continued)					
SARNIA	*1 366 963*	*3 580 603*	*3 159 231*	*316 227*	*8 423 014*
Coal, bituminous	–	2 830 846	–	75 484	2 896 330
Fuel oil	938 863	–	1 638 377	20 412	2 597 650
Gasoline	–	–	932 105	4 248	936 353
Limestone	–	605 280	–	–	605 280
Wheat	–	–	138 159	90 042	228 201
Petroleum coal products	17 852	48 096	14 612	2 026	82 386
Inorganic chemicals	5 023	34 585	240 234	–	279 842
Lubricating oil and grease	–	–	9 752	114 632	124 384
Organic chemicals	379 556	–	4 825	5 559	389 940
Other commodities not listed	25 673	71 794	191 357	3 824	292 648
BAIE-COMEAU	*3 344 067*	*1 564 722*	*194 587*	*2 258 364*	*7 361 740*
Wheat	2 086 982	641 970	–	1 366 503	4 095 455
Barley	348 875	–	–	353 905	702 780
Newsprint	233 247	–	139 063	–	372 310
Alumina and bauxite ores	–	283 830	–	–	283 830
Fuel oil	–	–	1 843	200 849	202 692
Corn	381 836	214 793	–	218 834	815 463
Soybeans	268 072	293 647	–	46 613	608 332
Aluminum	15 955	–	50 742	–	66 697
Other commodities not listed	9 100	130 482	2 939	71 660	214 181
PORT HAWKESBURY	*1 279 375*	*2 733 016*	*1 482 449*	*59 144*	*5 553 984*
Crude petroleum	395 850	2 727 316	–	–	3 123 166
Fuel oil	62 712	–	1 180 389	57 547	1 300 648
Gypsum	687 134	–	–	–	687 124
Petroleum and coal products	–	–	54 918	182	55 100
Gasoline	27	–	244 750	1 415	246 192
Other commodities not listed	133 662	5 700	2 392	–	141 754
SAULT STE MARIE	*140 940*	*3 719 243*	*177 519*	*1 773 483*	*5 811 180*
Coal, bituminous	–	1 665 934	–	–	1 665 934
Iron ore and concentrates	–	1 311 943	–	1 269 252	2 581 195
Limestone	–	706 041	–	–	706 041
Fuel oil	–	4 136	–	343 356	346 492
Plate and sheet steel	7 834	–	42 087	–	49 921
Gasoline	–	–	–	136 433	136 433
Other commodities not listed	133 106	31 189	135 427	25 442	325 164
SOREL	*2 533 387*	*416 451*	*22 022*	*3 364 401*	*6 336 261*
Titanium ore	–	–	–	2 059 439	2 059 439
Wheat	1 209 750	25 975	13 182	1 205 161	2 454 068
Slag, drosses, byproducts	664 352	–	–	–	664 352
Pig iron	496 399	–	8 833	–	505 232
Coal	–	247 294	–	–	247 294
Barley	–	–	–	25 906	25 906
Corn	93 303	95 190	–	70 836	209 329
Fuel oil	–	–	–	28 074	28 074
Other commodities not listed	69 583	47 992	7	24 985	142 567
HANTICOKE	–	*3 271 110*	*19 058*	*76 190*	*3 366 358*
Coal, bituminous	–	3 271 110	–	–	3 271 110
Other commodities not listed	–	–	19 058	76 190	95 248
TROIS-RIVIÈRES	*1 260 388*	*982 480*	*1 599*	*1 083 860*	*3 248 305*
Wheat	744 245	279 048	1 599	517 029	1 541 921
Fuel oil	–	45 952	–	380 052	426 004
Barley	–	22 329	–	54 239	76 568
Pulpwood	–	–	–	–	–
Newsprint	205 249	–	–	–	205 249
Salt	–	7 128	–	42 264	49 392
Other commodities not listed	310 892	548 003	–	90 276	949 171
VICTORIA	*627 365*	*60 631*	*1 391 910*	*426 091*	*2 508 203*
Wheat	–	–	–	2 020	2 020
Logs	6 567	18 658	63 194	50 349	138 768
Sand and gravel	231 541	–	1 091 486	1 702	1 324 729
Lumber and timber	278 641	315	107 666	4 906	391 728
Cement	48 707	2 003	–	18 923	69 633
Gasoline	–	–	442	114 483	114 925
Fuel oil	–	–	1 364	149 867	151 431
Other commodities not listed	56 109	47 455	127 564	83 841	314 969
WINDSOR	*1 070 073*	*945 162*	*495 848*	*340 763*	*3 057 844*
Salt	925 643	–	431 488	–	1 357 133
Gasoline	–	–	–	236 571	236 571
Fuel oil	30 772	–	–	161 606	192 378
Plate and sheet steel	–	33 561	–	21 658	55 219
Limestone	–	654 639	–	–	654 639
Other commodities not listed	113 654	256 962	64 358	126 928	561 904
TORONTO	*141 620*	*957 223*	*273 038*	*1 187 750*	*2 561 629*
Fuel oil	–	–	209 344	186 267	395 611
Coal, bituminous	–	51 299	–	–	51 299
Cement	–	–	–	465 164	465 164
Wheat	–	–	11 975	180 681	192 656
Salt	–	–	–	113 672	302 558
Raw sugar	–	188 886	–	–	178 937
Soybeans	–	178 937	–	2 325	260 942
Barley	–	258 617	–	83 951	83 951
Other commodities not listed	141 620	279 484	53 717	155 690	630 511

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (continued)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1978 (continued)					
NEW WESTMINSTER	*1 100 555*	*551 376*	*501 652*	*2 104 281*	*4 257 864*
Sand and gravel	–	75 659	11 285	818 984	905 928
Logs	974	8 314	45 695	484 467	539 450
Pulpwood	614 508	–	322 415	–	936 923
Lumber and timber	164 744	15	33 531	165 886	364 176
Cement	25 844	–	10 793	189 941	226 578
Pulp	6 083	–	–	14 967	21 050
Other commodities not listed	288 402	467 388	77 933	430 036	1 263 759
PORT-CARTIER	*16 052 049*	*3 167 854*	*427 681*	*2 041 398*	*21 688 982*
Iron ore and concentrates	11 201 842	–	426 055	–	11 627 897
Wheat	2 593 898	963 469	–	1 691 857	5 249 224
Corn	1 971 346	1 939 597	–	34 093	3 945 036
Barley	10 441	25 521	–	7 548	43 510
Fuel oil	–	–	5	269 856	269 861
Other commodities not listed	274 522	239 267	1 621	38 044	553 454
THUNDER BAY	*3 314 282*	*232 380*	*15 245 348*	*1 041 213*	*19 833 223*
Wheat	119 142	–	9 293 633	–	9 412 775
Iron ore and concentrates	1 491 473	–	3 003 871	–	4 495 344
Barley	409 548	–	2 227 362	–	2 636 910
Oats	9 693	–	251 247	–	260 940
Rapeseed	129 194	–	–	–	129 194
Flaxseed	234 193	–	38 626	–	272 819
Fuel oil	–	–	–	331 548	331 548
Gasoline	–	–	–	181 635	181 635
Hulls, screenings and chaff	161 991	–	67 030	–	229 021
Newsprint	168 358	–	10 546	153	179 057
Rye	79 656	–	23 955	–	103 611
Concentrated and complete feeds	129 210	–	–	–	129 210
Other commodities not listed	381 824	232 380	329 078	527 877	1 471 159
MONTREAL	*4 813 781*	*3 325 932*	*3 618 124*	*4 480 160*	*16 237 997*
Fuel oil	897 375	621 287	2 112 858	729 488	4 361 008
Wheat	949 848	33 592	7 257	1 485 478	2 476 175
Containerized freight	1 110 627	1 139 272	–	–	2 249 899
Gasoline	34 163	–	1 064 556	99 462	1 198 181
Crude petroleum	–	–	–	–	–
Salt	–	141 591	3 370	459 622	604 583
Cement	89 855	–	12 616	–	102 471
Gypsum	–	–	–	499 802	499 802
Raw sugar	–	312 098	–	–	312 098
Barley	441 265	–	2 722	771 472	1 215 459
Corn	161 792	72 698	–	142 734	377 224
Organic chemicals	–	–	1 021	4 825	5 846
Coal, bituminous	–	–	–	–	–
Petroleum and coal products	256	8	8 877	138 880	148 021
Structural shapes	22 314	89 431	14 804	85	126 634
Lubricating oil and grease	303	–	123 313	8	123 624
Machinery	22 369	8 703	24 500	4 285	59 857
Manganese ore	5 080	222 926	–	–	228 006
Plate and sheet steel	36 820	48 763	3 146	17	88 746
Molasses, crude	–	59 220	–	–	59 220
Bars and rods, steel	9 909	11 051	2 367	–	23 327
Other commodities not listed	1 031 805	565 292	236 717	144 002	1 977 816
QUEBEC	*3 873 664*	*4 218 540*	*1 610 874*	*3 977 921*	*13 680 999*
Crude petroleum	–	3 187 459	48 805	–	3 236 264
Fuel oil	260 202	267 996	1 396 899	497 041	2 422 138
Wheat	1 944 633	–	–	1 931 261	3 875 894
Barley	433 798	–	–	673 656	1 107 454
Containerized freight	290 082	288 814	–	–	578 896
Gasoline	44 598	–	55 713	525 607	625 918
Zinc ore and concentrates	360 279	–	–	–	360 279
Pulpwood	–	–	–	–	–
Corn	38 533	119 137	–	87 731	245 401
Alumina and bauxite ores	–	–	–	–	–
Newsprint	58 827	–	–	54	58 881
Salt	–	–	–	142 940	142 940
Asbestos	3 882	–	–	–	3 882
Other commodities not listed	438 830	355 134	109 457	119 631	1 023 052
HAMILTON	*185 318*	*6 980 371*	*365 375*	*5 480 848*	*13 011 912*
Iron ore and concentrates	19 841	2 970 374	–	4 226 513	7 216 728
Coal, bituminous	–	–	–	839 966	839 966
Fuel oil	–	–	35 176	281 165	316 341
Plate and sheet steel	49 368	22 675	148 471	10 668	231 182
Sand and gravel	–	168 723	–	–	168 723
Soybeans	–	61 323	–	–	61 323
Other commodities not listed	116 109	3 757 276	181 728	122 536	4 177 649

Principal commodities in water-borne cargo loaded and unloaded at ports handling large tonnage in 1977 and 1978 (tonnes) (continued)

Year, port and commodity	International		Coastwise		Total
	Loaded	Unloaded	Loaded	Unloaded	
1978 (continued)					
HALIFAX					
Crude petroleum	*3 691 025*	*4 440 818*	*2 226 864*	*657 200*	*11 815 907*
Gypsum	–	3 461 277	–	–	3 461 277
Fuel oil	1 972 461	–	180 394	–	2 152 855
Containerized freight	74 585	–	1 299 782	343 862	1 718 229
Gasoline	987 397	858 175	–	–	1 845 572
Wheat	24 151	1 445	688 130	139 628	853 354
Other commodities not listed	243 515	–	–	94 647	338 162
SAINT JOHN	388 916	119 921	58 558	79 063	646 458
Crude petroleum	*3 405 704*	*6 670 897*	*1 741 750*	*723 588*	*12 541 439*
Fuel oil	–	5 990 100	–	–	5 990 100
Gasoline	979 693	–	1 182 325	534 278	2 696 296
Wheat	398 306	–	558 925	178 173	1 135 404
Containerized freight	335 070	–	–	–	335 070
Raw sugar	654 025	386 646	–	–	1 040 671
Pulp	–	173 178	–	–	173 178
Wheat flour	323 354	–	–	–	323 354
Newsprint	120 075	–	–	–	120 075
Other commodities not listed	184 475	–	–	–	184 475
	410 706	120 973	–	11 137	542 816

[1]Includes Roberts Bank.

Cargoes loaded and unloaded at principal Canadian ports[1] from vessels in international seaborne and coastwise shipping, by province, 1970 with total for 1969 (tons)

Province and port	International		Coastwise		Total 1970	Total 1969
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*1,741,131*	*1,699,581*	*1,459,735*	*2,140,290*	*7,040,737*	*6,681,424*
Corner Brook	395,113	177,138	96,114	516,572	1,184,939	938,781
Holyrood	6,552	641,043	447,289	6772	1,095,556	1,354,630
St. John's	14,054	150,462	83,202	546,676	794,494	881,810
Botwood	416,265	166,945	—	73,081	656,291	617,924
Stephenville	486,243	5,312	64,598	26,216	582,369	479,532
PRINCE EDWARD ISLAND	*72,664*	*138,604*	*134,774*	*430,616*	*766,658*	*878,265*
Charlottetown	10,304	122,129	128,431	404,218	665,082	759,181
NOVA SCOTIA	*6,466,747*	*6,133,305*	*3,147,058*	*2,379,805*	*18,067,115*	*17,807,850*
Halifax	3,044,300	5,475,957	2,163,303	388,908	11,072,468	10,363,837
Sydney	124,339	372,409	32,140	1,437,217	1,966,105	2,498,083
Hantsport	1,643,267	4,924	—	—	1,648,191	1,933,300
Port Hawkesbury	674,129	244,884	57,050	77,922	1,053,985	871,146
Little Narrows	420,346	—	273,806	—	694,152	524,600
North Sydney	9,184	315	406,297	88,252	504,048	522,450
NEW BRUNSWICK	*2,704,270*	*4,000,883*	*956,536*	*1,005,937*	*8,667,646*	*8,239,580*
Saint John	1,784,234	3,367,495	899,612	349,544	6,400,885	6,138,200
Dalhousie	569,001	240,863	—	72,470	882,334	756,150
QUEBEC	*56,421,389*	*18,791,560*	*14,624,722*	*19,337,400*	*109,175,071*	*81,530,116*
Montreal	5,786,467	5,433,553	6,362,037	4,794,224	22,376,281	17,702,243
Port Cartier	12,967,966	1,256,053	19,233	1,774,155	16,017,407	12,303,605
Quebec	2,689,036	2,306,481	283,115	3,273,657	8,552,289	7,294,541
Baie Comeau	3,792,243	2,309,841	171,743	1,421,888	7,695,715	4,941,159
Sept Iles–Pointe Noire	2,963,867	60,441	3,881,562	565,593	7,471,463	19,102,571
Sorel	2,466,405	617,261	11,856	3,718,295	6,813,817	4,657,219
Port Alfred	633,737	3,872,201	8,375	459,353	4,973,666	4,695,849
Trois-Rivières	1,931,012	1,499,871	44,980	1,478,786	4,954,649	3,405,202
Havre St. Pierre	129,757	—	2,312,743	17,308	2,459,808	1,997,113
Contrecoeur	757,895	653,602	132,059	63,974	1,607,530	1,497,581
Forestville	—	—	781,725	31,902	813,627	880,941
Chicoutimi	830	17,293	8,043	579,221	605,387	593,699
ONTARIO	*10,406,887*	*24,639,600*	*24,616,067*	*19,677,754*	*79,340,308*	*65,708,014*
Thunder Bay	3,968,283	96,821	15,684,067	1,004,994	20,754,165	13,896,051
Hamilton	361,277	6,609,625	437,559	5,472,662	12,881,123	11,119,409
Sarnia	235,344	3,900,103	2,657,925	537,988	7,331,360	4,802,092
Sault Ste. Marie	267,379	3,239,891	258,858	1,986,917	5,753,245	4,267,782
Toronto	268,780	2,799,167	183,572	1,911,383	5,162,904	6,399,650
Port Credit	169,870	3,801,392	406,088	145,288	4,522,638	4,379,354
Windsor–Walkerville	798,160	1,342,423	586,378	823,595	3,550,556	2,784,730
Clarkson	158,515	81,096	326,411	1,932,882	2,498,904	2,134,843
Port Colborne	1,048,037	384,841	149,583	676,884	2,259,345	2,480,205
Colborne	—	—	1,660,245	—	1,660,245	1,418,235
Goderich	558,750	—	511,660	409,716	1,480,131	1,486,610
Petrie	760,167	116,139	303,984	42,224	1,222,514	1,224,061
Little Current	614,942	167,243	31,760	48,923	862,868	1,032,794
Midland	—	31,878	27,000	749,350	808,228	610,171
Depot Harbour	720,901	—	—	—	720,901	705,902
Prescott	—	42,913	167,955	466,769	677,637	565,467
Thorold	130,687	217,830	—	218,731	587,248	710,577
Michipicoten Harbour	22,100	225,149	264,241	45,695	557,185	248,595
MANITOBA	*742,384*	*40,970*	*24,024*	*85*	*807,463*	*714,907*
Churchill	742,384	40,970	24,024	85	807,463	714,907
BRITISH COLUMBIA	*27,053,488*	*3,326,138*	*18,190,997*	*18,187,353*	*66,757,976*	*67,347,803*
Vancouver[2]	15,763,242	1,909,706	5,204,479	4,045,856	26,923,281	23,978,076
New Westminster	1,167,421	162,975	1,798,179	1,435,902	4,564,477	4,974,726
Nanaimo	982,929	54,432	167,956	1,286,793	2,492,110	2,718,039
Duncan Bay–Campbell River	272,497	120,875	248,613	1,642,173	2,284,158	2,764,088
Crofton	887,702	4,773	42,388	1,179,197	2,114,060	2,113,837
Victoria	1,116,305	81,502	291,978	581,557	2,071,342	2,438,416
Powell River	348,460	132,444	572,556	730,226	1,783,686	1,996,170
Port Alberni	945,365	7,892	42,602	499,960	1,495,819	1,430,708
Britannia Beach	55,198	—	827,338	496,951	1,379,487	2,185,848
Prince Rupert	701,975	158,971	79,972	427,030	1,367,948	1,339,221
Tuno	1,199,252	—	—	9,348	1,208,600	1,114,302
Port Mellon	5,824	9,293	29,472	979,174	1,023,765	1,268,314
Ladysmith	166,027	—	741,330	98,314	1,005,671	866,263
Kitimat	111,764	408,375	333,651	91,490	945,280	1,357,348
Chemainus	528,172	20,547	198,890	174,452	922,061	658,573
Marble Bay	647,400	—	80,020	—	727,420	495,607
Quatsino	—	102,369	370,077	142,076	680,298	337,766
Ocean Cliff	65,376	—	344,155	313,910	658,065	770,643
Ocean Falls	—	—	181,968	289,811	616,606	608,268
Gold River	120,297	24,330	47,726	797	596,934	588,387
Hubbar Bay	548,611	—	291,566	4,244	554,532	1,038,388
Vananda	238,720	—	6,288	1,391	540,479	619,755
Texada	532,800	—	494,739	12,529	507,268	563,642
Beaver Cove	—	—	—	—	—	—
NORTHWEST TERRITORIES	—	*30,383*	*229*	*64,532*	*85,044*	*113,839*
Total	*105,608,960*	*58,781,126*	*63,154,162*	*63,163,772*	*290,708,020*	*249,036,828*

[1] Only ports handling over 500,000 tons are listed.
[2] Includes Roberts Bank.

Cargoes loaded and unloaded at principal Canadian ports[1] from vessels in international seaborne and coastwise shipping, by province, 1973 with total for 1972 (tons)

Province and port	International		Coastwise		Total 1973[2]	Total 1972
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*1,655,579*	*2,263,286*	*1,377,597*	*3,011,088*	*8,307,550*	*7,162,634*
St. John's	46,617	52,234	175,814	931,847	1,206,512	1,150,430
Stephenville	701,286	–	140,667	298,398	1,140,351	1,114,073
Holyrood	27,409	600,769	392,370	95,342	1,115,890	1,013,341
Corner Brook	341,847	160,786	24,309	310,543	837,485	758,839
Botwood	345,953	123,350	–	114,181	583,484	578,535
Port aux Basques	3,655	625	76,836	463,627	544,743	522,836
PRINCE EDWARD ISLAND	*35,563*	*26,087*	*102,433*	*634,761*	*798,844*	*652,710*
Charlottetown	1,443	22,978	86,354	607,609	718,384	560,611
NOVA SCOTIA	*10,405,709*	*11,242,940*	*5,110,839*	*2,463,651*	*29,223,139*	*26,744,611*
Halifax	3,985,414	6,187,527	2,752,404	778,996	13,704,341	11,715,936
Port Hawkesbury	3,650,030	4,925,530	1,140,789	140,164	9,856,513	9,226,101
Hantsport	1,624,419	1	–	–	1,624,420	1,763,148
Sydney	30,367	69,463	37,852	1,186,795	1,324,477	1,484,222
Little Narrows	799,350	2,500	362,563	–	1,164,413	1,164,959
North Sydney	11,197	522	464,157	78,013	553,889	543,442
NEW BRUNSWICK	*3,855,405*	*7,737,517*	*2,102,455*	*1,150,469*	*14,845,846*	*12,870,815*
Saint John	2,767,693	7,236,043	2,054,843	129,121	12,187,700	10,317,946
Dalhousie	604,876	105,735	8,963	263,287	982,861	961,172
Newcastle	290,699	–	392	309,687	600,778	536,640
QUEBEC	*58,546,118*	*22,785,362*	*13,079,265*	*20,684,425*	*115,095,170*	*102,296,192*
Sept-Iles–Pointe-Noire	24,080,193	626,501	3,618,765	731,635	29,057,094	22,324,275
Montreal	6,151,237	5,200,447	4,486,533	5,341,104	21,179,321	25,513,866
Port-Cartier	13,166,755	2,224,101	24,367	1,815,112	17,230,335	15,088,396
Quebec	5,364,537	6,304,808	1,117,169	3,136,373	15,922,887	14,835,128
Baie-Comeau	3,990,927	1,902,890	171,289	2,315,597	8,380,703	7,826,422
Sorel	2,326,221	1,135,478	19,852	2,776,424	6,257,975	6,266,115
Port-Alfred	404,181	3,307,818	26,673	382,382	4,121,054	4,512,744
Trois-Rivières	1,334,299	819,079	75,755	1,708,792	3,937,925	3,943,035
Havre-Saint-Pierre	676,712	–	2,232,107	26,780	2,935,599	1,991,346
Contrecoeur	729,497	1,118,283	348,439	308,888	2,505,107	1,346,849
Chicoutimi	–	35,278	2,944	668,870	707,092	729,405
Forestville	–	–	370,440	35,967	406,407	833,175
ONTARIO	*10,981,605*	*23,518,185*	*24,466,090*	*18,217,858*	*77,183,828*	*80,007,271*
Thunder Bay	4,033,166	262,708	14,977,610	843,613	20,117,095	23,094,400
Hamilton	190,419	7,332,854	268,621	5,295,550	13,087,444	12,680,988
Sarnia	689,359	3,843,875	2,712,467	613,575	7,859,276	8,085,540
Sault Ste Marie	102,489	3,460,760	234,478	1,834,088	5,631,815	4,916,853
Toronto	200,644	1,500,006	213,789	1,444,688	3,359,127	4,267,927
Clarkson	279,500	43,005	510,317	2,371,477	3,204,299	2,527,001
Windsor–Walkerville	808,562	788,021	825,594	750,832	3,173,009	2,626,066
Port Colborne	1,466,460	261,625	75,022	617,033	2,420,140	2,230,066
Colborne	13,725	–	2,222,878	–	2,236,603	2,042,550
Picton	958,402	117,684	298,452	60,148	1,434,686	1,282,360
Goderich	357,856	37,727	670,419	336,972	1,402,974	1,529,043
Lakeview (Port Credit)	–	812,538	205,613	6,340	1,024,991	3,796,355
Depot Harbour	811,024	–	–	–	811,024	762,895
Little Current	590,615	110,553	59,984	42,469	803,621	948,349
Midland	–	36,890	–	625,727	662,617	829,563
Prescott	–	117,381	51,943	385,883	555,207	586,418
Michipicoten Harbour	–	282,165	185,603	48,377	516,145	528,510
Kingston	45,686	93,624	47,876	321,561	508,747	560,898
Parry Sound	–	39,017	–	454,007	493,024	561,157
MANITOBA	*521,783*	*29,601*	*6,567*	*6,521*	*564,472*	*776,310*
Churchill	521,783	29,601	6,000	6,521	563,905	776,310
BRITISH COLUMBIA	*38,543,379*	*5,910,426*	*14,943,266*	*14,930,071*	*74,327,142*	*68,802,452*
Vancouver[3]	27,200,884	3,913,455	3,031,598	4,979,190	39,125,127	34,897,731
New Westminster	750,979	412,152	1,183,884	1,192,750	3,539,765	3,020,225
Nanaimo	1,440,696	79,253	83,316	613,174	2,216,439	2,048,737
Duncan Bay–Campbell River	598,873	152,791	175,089	1,208,761	2,135,514	2,278,401
Britannia Beach	50,581	6,470	1,970,406	79,495	2,106,952	1,730,515
Victoria	1,157,568	189,099	259,848	439,092	2,045,607	2,509,214
Powell River	384,976	110,421	543,779	794,154	1,833,330	1,780,817
Crofton	884,428	29,551	49,134	761,748	1,724,861	1,690,811
Kitimat	425,907	684,805	377,568	43,904	1,532,184	1,353,657
Prince Rupert	1,011,329	16,774	83,447	255,706	1,367,256	1,559,560
Port Alberni	883,658	68,883	27,107	331,812	1,311,460	1,263,380
Tasu	1,010,879	–	–	9,668	1,020,547	675,127
Ladysmith	19,100	5,590	733,334	38,702	796,726	755,817
Chemainus	322,022	9,211	221,725	69,211	622,169	599,634
Vanguard	–	–	286,059	290,598	576,657	619,071
Quatsino	57,437	84,329	291,481	132,530	565,777	729,726
Marble Bay	392,325	–	121,547	1,000	514,872	691,059
Blubber Bay	299,969	–	82,367	172	382,508	527,352
NORTHWEST TERRITORIES	–	–	*3,343*	*93,011*	*96,354*	*136,545*
Total	124,545,231	73,513,404	61,191,855	61,191,855	320,442,345	299,449,540

[1]Only ports handling over 500,000 tons are listed.
[2]Includes Roberts Bank

Cargoes loaded and unloaded at principal Canadian ports[1] from vessels in international seaborne and coastwise shipping, by province, 1972 with total for 1971 (tons)

Province and port	International		Coastwise		Total 1972	Total 1971
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*1,537,190*	*1,549,896*	*1,324,390*	*2,751,158*	*7,162,634*	*6,767,672*
St. John's	13,758	168,677	155,759	812,236	1,150,430	913,325
Stephenville	680,133	10,917	117,653	305,370	1,114,073	633,132
Holyrood	37,033	642,274	303,121	30,913	1,013,341	1,401,551
Corner Brook	250,229	117,510	—	368,425	758,839	909,377
Botwood	390,450	91,527	22,675	96,558	578,535	521,732
Port aux Basques	297	795	54,312	467,432	522,836	507,766
PRINCE EDWARD ISLAND	62,778	45,594	57,572	486,766	*652,710*	*661,858*
Charlottetown	11,094	35,794	53,232	460,491	560,611	564,771
NOVA SCOTIA	*10,128,214*	*10,488,729*	*3,821,746*	*2,305,922*	*26,744,611*	*21,527,399*
Halifax	3,685,297	5,434,442	1,885,317	710,880	11,715,936	11,042,915
Port Hawkesbury	3,569,889	4,782,478	813,266	60,468	9,226,101	4,685,472
Hantsport	1,754,920	8,213	15	—	1,763,148	1,363,627
Sydney	49,117	233,250	23,049	1,178,806	1,484,222	1,911,589
Little Narrows	767,637	—	397,322	—	1,164,959	1,016,586
North Sydney	10,378	390	465,187	67,487	543,442	526,501
NEW BRUNSWICK	*3,328,226*	*6,392,910*	*1,860,681*	*1,288,998*	*12,870,815*	*10,140,252*
Saint John	2,346,772	6,019,091	1,818,433	133,650	10,317,946	7,816,454
Dalhousie	590,827	72,206	—	298,139	961,172	866,781
Newcastle	262,832	13,695	50	260,063	536,640	583,703
QUEBEC	*47,409,357*	*19,619,421*	*13,620,637*	*21,646,777*	*102,296,192*	*104,198,682*
Montreal	4,738,931	5,579,023	5,171,815	10,024,097	25,513,866	22,063,972
Sept Iles—Pointe-Noire	17,779,579	391,785	3,418,681	734,230	22,324,275	26,797,790
Port-Cartier	11,594,837	650,747	38,596	2,804,216	15,088,396	14,416,973
Quebec	4,323,161	5,772,707	1,512,642	3,226,618	14,835,128	10,784,880
Baie-Comeau	3,678,597	1,240,997	181,887	2,724,941	7,826,422	7,834,287
Sorel	2,624,685	608,768	27,560	3,005,102	6,266,115	6,373,962
Port-Alfred	445,950	3,589,392	4,439	972,954	4,512,744	4,646,777
Trois-Rivieres	1,325,966	781,375	96,381	1,739,313	3,943,035	3,590,181
Havre-Saint-Pierre	303,668	—	1,665,485	22,193	1,991,346	2,894,941
Contrecoeur	336,567	840,010	96,389	73,883	1,346,849	1,044,661
Forestville	—	—	794,085	39,090	833,175	930,576
Chicoutimi	—	18,354	966	710,085	729,405	628,269
ONTARIO	*10,741,631*	*24,971,426*	*26,093,133*	*18,201,081*	*80,007,271*	*75,667,724*
Thunder Bay	4,533,979	148,155	17,599,699	812,567	23,094,400	21,023,469
Hamilton	350,662	7,619,934	219,114	4,491,278	12,680,988	11,985,793
Sarnia	521,392	4,607,963	2,351,564	604,621	8,085,540	7,966,059
Sault Ste Marie	212,383	2,755,154	185,190	1,764,126	4,916,853	4,491,546
Toronto	267,905	2,298,190	122,317	1,579,515	4,267,927	4,236,259
Lakeview (Port Credit)	93,700	3,499,660	130,433	72,562	3,796,355	4,245,797
Windsor—Walkerville	471,370	844,706	730,665	559,325	2,626,066	3,165,753
Clarkson	172,750	12,991	155,451	2,185,809	2,527,001	2,251,754
Port Colborne	1,044,008	195,080	181,524	789,454	2,230,066	1,865,206
Colborne	—	—	2,042,550	—	2,042,550	1,738,500
Goderich	439,465	76,273	781,795	307,783	1,529,043	3,200,971
Picton	916,577	332,197	204,726	84,784	1,282,360	1,209,460
Little Current	564,924	—	11,586	39,642	948,349	1,302,540
Midland	—	—	—	829,563	829,563	591,426
Depot Harbour	762,895	22,885	109,931	—	762,895	730,765
Prescott	16,800	85,722	—	436,802	586,418	504,991
Parry Sound	—	5,925	93,273	475,435	561,157	511,238
Kingston	16,551	304,895	156,082	445,149	560,898	443,783
Michipicoten Harbour	—	—	—	67,533	528,510	592,871
MANITOBA	*721,256*	*40,486*	*12,223*	*2,345*	*776,310*	*739,513*
Churchill	721,256	40,486	12,223	2,345	776,310	739,513
BRITISH COLUMBIA	*35,187,027*	*5,223,819*	*14,195,803*	*4,074,491*	*68,802,452*	*68,258,346*
Vancouver[2]	24,358,370	2,918,674	3,546,196	946,177	34,897,731	26,909,433
New Westminster	727,760	352,108	994,180	575,899	3,020,225	3,203,892
Victoria	1,412,503	284,065	236,747	1,305,277	2,509,214	2,633,885
Duncan Bay—Campbell River	616,941	176,888	179,295	713,194	2,278,401	1,860,382
Nanaimo	1,062,039	145,323	128,181	829,215	1,780,817	2,314,924
Powell River	283,559	127,278	540,765	131,661	1,730,515	1,750,473
Britannia Beach	— 54,938	2,300	1,541,616	742,541	1,690,611	1,413,091
Crofton	842,917	76,624	28,729	193,453	1,559,560	1,695,699
Prince Rupert	957,550	177,074	231,483	52,522	1,353,657	1,256,411
Ekimat	256,560	527,977	516,598	270,949	1,263,380	1,285,882
Port Alberni	905,100	59,804	27,527	55,527	755,917	1,140,919
Ladysmith	210,100	25,505	594,568	228,066	729,726	1,412,619
Quatsino	610,769	88,041	203,499	400	691,059	638,31
Marble Bay	664,701	—	79,890	10,426	675,127	858,32
Texa	—	71,533	—	377,345	619,071	1,450,6
Vanguard	294,211	—	241,726	88,225	599,634	388,8
Chemainus	436,732	—	145,665	222	527,352	845,9
Blubber Bay	—	28,392	90,398	409	107,744	598,8
NORTHWEST TERRITORIES						139,3
Total	109,115,679	68,360,673	60,986,594	60,986,594	299,449,540	288,089,4

[1]Only ports handling over 500,000 tons are listed
[2]Includes Roberts Bank.

Cargoes loaded and unloaded at principal Canadian ports from vessels in international seaborne and coastwise shipping, by province, 1975 with total for 1974 (tons)

Province and port	International		Coastwise		Total 1975	Total 1974
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*2,714,376*	*4,067,478*	*2,427,212*	*3,279,129*	*12,488,191*	*13,423,206*
St. John's	19,577	7,319	123,293	850,922	1,001,111	1,017,773
Stephenville	542,167	–	191,497	409,930	1,143,594	1,037,062
Holyrood	25,683	345,385	207,859	124,934	703,861	1,051,913
Corner Brook	213,254	26,799	11,947	364,742	616,742	716,347
Botwood	266,283	60,449	–	145,797	472,529	545,168
Port aux Basques	817	200	85,088	544,114	630,219	638,350
PRINCE EDWARD ISLAND	*54,057*	*12,048*	*96,419*	*718,472*	*880,996*	*733,477*
Charlottetown	957	10,800	95,974	701,258	808,989	665,358
NOVA SCOTIA	*6,938,393*	*9,869,153*	*5,526,884*	*2,777,249*	*25,111,679*	*27,264,572*
Halifax	3,284,274	5,495,901	2,109,176	853,381	11,742,732	13,289,670
Port Hawkesbury	1,492,406	4,057,152	2,098,553	70,316	7,718,427	8,078,301
Hantsport	1,038,308	–	–	–	1,038,308	1,675,505
Sydney	529,316	287,474	212,496	1,515,164	2,544,450	1,711,219
Little Narrows	357,710	–	392,918	–	750,628	1,081,779
North Sydney	8,156	328	515,431	99,506	623,421	633,940
NEW BRUNSWICK	*2,937,593*	*7,287,927*	*1,923,138*	*950,090*	*13,098,748*	*12,595,300*
Saint John	2,101,253	6,765,621	1,911,288	72,514	10,850,676	9,997,900
Dalhousie	534,331	–	–	178,171	712,502	802,858
Newcastle	198,299	–	–	248,929	447,228	629,778
QUEBEC	*55,353,997*	*17,389,027*	*13,389,752*	*23,934,441*	*110,067,217*	*105,569,131*
Sept-Iles – Pointe-Noire	25,336,976	456,829	3,473,896	927,458	30,195,159	30,327,452
Montreal	4,803,774	3,754,654	4,731,822	5,342,688	18,632,938	19,654,305
Port-Cartier	13,153,841	1,810,240	5,552	2,658,256	17,627,889	15,430,379
Quebec	3,064,385	4,011,456	1,176,293	4,243,875	12,496,009	12,942,745
Baie-Comeau	3,477,322	1,188,476	78,343	2,589,878	7,334,019	4,093,624
Sorel	2,399,541	795,589	13,926	3,499,530	6,708,586	5,208,718
Port-Alfred	354,141	3,186,454	10,966	452,641	4,004,202	4,640,426
Trois-Rivières	883,679	256,006	23,389	1,678,350	2,841,424	3,404,758
Havre-Saint-Pierre	362,585	–	2,577,452	27,356	2,967,393	3,064,612
Contrecoeur	955,805	1,770,207	305,997	468,006	3,500,015	3,596,953
Chicoutimi	–	–	–	676,619	676,619	655,936
Forestville	–	–	564,483	35,776	600,259	35,637
ONTARIO	*9,844,564*	*27,206,824*	*25,848,283*	*17,662,673*	*80,562,344*	*74,042,880*
Thunder Bay	3,100,271	146,929	15,791,920	988,700	20,027,820	18,151,823
Hamilton	187,789	8,849,665	373,426	4,859,487	14,270,367	11,869,371
Sarnia	1,514,405	4,243,110	2,875,372	457,538	9,090,425	8,553,312
Sault Ste Marie	90,077	4,150,074	209,572	1,480,992	5,930,715	5,177,798
Toronto	291,335	1,157,611	220,304	1,317,914	2,987,164	2,790,681
Clarkson	310,220	54,653	184,131	2,616,392	3,165,396	3,638,511
Windsor – Walkerville	382,765	700,441	238,601	620,153	1,941,960	3,193,882
Port Colborne	1,083,409	250,761	222,763	630,937	2,187,870	2,308,267
Colborne	–	–	2,556,267	–	2,556,267	2,404,873
Picton	604,967	102,416	288,672	59,179	1,055,234	1,446,475
Goderich	650,214	384	1,004,658	172,766	1,828,022	1,463,628
Lakeview (Port Credit)	–	1,795,896	–	107,619	1,903,515	2,152,780
Depot Harbour	734,808	–	–	–	734,808	723,024
Little Current	454,551	33,668	35,087	31,702	555,008	854,262
Midland	–	16,482	84,451	955,945	1,056,878	820,082
Prescott	7,664	58,211	120,361	354,835	541,071	427,669
Michipicoten Harbour	–	177,869	31,898	41,742	251,509	673,165
Kingston	–	5,910	56,868	423,266	486,044	442,887
Parry Sound	–	44,696	4,149	507,500	556,345	611,121
MANITOBA	*659,564*	*30,137*	*14,153*	–	*703,854*	*664,430*
Churchill	659,564	30,137	14,153	–	703,854	664,430
BRITISH COLUMBIA	*34,422,703*	*4,438,239*	*10,709,462*	*10,506,625*	*60,077,029*	*67,791,688*
Vancouver[1]	26,522,605	3,106,227	2,701,806	3,190,681	35,521,319	36,761,096
New Westminster	559,274	419,567	780,988	721,338	2,481,167	3,772,755
Nanaimo	646,307	21,769	48,104	553,637	1,269,817	1,757,122
Duncan Bay – Campbell River	263,913	32,097	106,222	751,412	1,153,644	1,700,987
Britannia Beach	10,066	–	785,203	115,349	910,618	2,145,290
Victoria	568,775	195,460	760,817	451,538	1,976,590	1,796,477
Powell River	213,614	56,206	362,109	581,039	1,212,968	1,537,288
Crofton	593,306	2,923	16,084	352,193	964,506	1,495,084
Kitimat	262,902	484,534	161,436	22,218	931,090	1,298,715
Prince Rupert	799,621	16,279	68,751	176,053	1,060,704	1,439,018
Port Alberni	539,764	35,594	80,696	328,467	984,521	1,135,075
Tasu	1,055,324	–	–	5,948	1,061,272	1,062,709
Ladysmith	25,980	14,089	403,643	56,094	499,806	463,101
Chemainus	156,820	13,171	120,455	53,548	343,994	555,694
Vanguard	–	–	240,748	280,365	521,113	656,282
Quatsino	22,371	15,957	96,570	61,265	196,163	392,921
Marble Bay	93,844	–	18,200	34,239	146,283	186,525
Blubber Bay	197,290	–	66,099	2,890	266,279	254,998
NORTHWEST TERRITORIES	*453*	*204*	*297*	*106,921*	*107,875*	*124,164*
Total	112,925,698	70,301,035	59,935,600	59,935,600	303,097,933	302,137,848

[1]Includes Roberts Bank.

Cargoes handled in ocean-going vessels at principal Canadian ports, from vessels in foreign trade and coastwise shipping, by province, 1976 with total for 1975 (tonnes)

Province and port	International		Coastwise		1976	1975
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*1 270 010*	*865 714*	*1 466 734*	*2 871 716*	*6 476 174*	*11 330 107*
St. John's	13 494	11 486	104 147	719 852	848 979	908 193
Stephenville	498 052	12 740	140 066	257 693	908 554	1 037 451
Hawkesbury	1 443	345 655	228 468	157 422	732 988	638 532
Corner Brook	217 599	35 699	12 578	387 186	653 262	559 499
Come By Chance	169 525	95 450	493 037	9 992	768 004	5 760 351
Port aux Basques	1 833	511	61 113	400 876	464 336	571 725
PRINCE EDWARD ISLAND	*158 435*	*5 937*	*66 017*	*390 949*	*820 331*	*799 227*
Charlottetown	26 517	2 761	65 672	523 444	618 394	733 903
NOVA SCOTIA	*6 809 388*	*8 432 632*	*4 444 427*	*1 814 707*	*21 501 154*	*22 780 932*
Halifax	2 638 250	5 136 660	2 001 230	698 911	10 475 051	10 652 827
Port Hawkesbury	1 675 493	3 218 261	1 386 892	66 709	6 347 355	7 002 039
Hantsport	1 093 924	—	—	—	1 093 924	941 937
Sydney	620 062	46 257	104 178	738 653	1 509 150	2 308 286
Little Narrows	553 248	—	277 049	—	830 297	680 958
North Sydney	10 961	716	366 317	67 507	445 501	565 558
NEW BRUNSWICK	*2 977 986*	*6 214 774*	*1 919 501*	*782 990*	*11 895 251*	*11 882 984*
Saint John	2 047 787	6 043 843	1 905 792	91 588	10 089 010	9 843 568
Dalhousie	474 372	—	—	134 327	608 699	646 371
Newcastle	268 820	985	—	196 859	466 664	405 719
QUEBEC	*59 614 738*	*14 211 330*	*11 561 517*	*20 689 157*	*106 076 742*	*99 851 300*
Sept-Îles–Pointe-Noire	26 563 996	243 161	3 245 413	1 094 185	31 146 755	27 392 587
Montreal	4 086 657	3 501 687	3 971 713	4 006 241	15 566 248	16 903 517
Port-Cartier	17 814 565	1 614 001	4 691	2 253 207	21 686 464	15 991 752
Quebec	3 150 039	4 260 239	961 003	3 789 227	12 160 508	11 336 189
Baie-Comeau	3 262 126	1 100 491	45 750	2 588 199	6 996 566	6 653 310
Sorel	2 030 281	464 113	11 554	2 842 845	5 348 793	6 085 926
Port-Alfred	142 501	1 138 270	12 379	319 717	1 612 867	3 632 550
Trois-Rivières	976 186	380 916	33 465	1 642 009	3 032 576	2 577 697
Havre-Saint-Pierre	270 585	—	2 135 327	21 757	2 427 669	2 691 974
Contrecoeur	754 956	1 411 845	215 797	346 629	2 729 227	3 175 161
Chicoutimi	1 089	—	—	612 410	613 499	613 818
Forestville	—	—	592 102	32 262	624 364	544 545
ONTARIO	*9 888 363*	*22 469 757*	*23 305 279*	*16 042 060*	*71 705 459*	*73 084 929*
Thunder Bay	3 155 135	106 012	14 233 808	814 483	18 309 438	18 168 934
Hamilton	306 029	6 648 590	299 277	4 834 816	12 088 712	12 945 858
Sarnia	1 082 435	3 163 348	2 582 324	399 392	7 227 499	8 246 695
Sault Ste Marie	157 510	3 955 779	208 191	1 464 395	5 785 875	5 380 254
Toronto	180 511	1 007 153	175 401	1 447 314	2 810 379	2 709 909
Clarkson	262 517	113 985	283 013	1 781 614	2 441 129	2 871 599
Windsor–Walkerville	831 076	638 437	853 009	490 273	2 812 795	1 761 716
Port Colborne	878 048	103 630	121 581	635 139	1 738 398	1 984 802
Colborne	—	—	1 838 026	—	1 838 026	2 319 006
Picton	961 958	59 921	210 845	43 591	1 276 315	957 292
Goderich	684 517	10 945	689 394	185 054	1 569 910	1 658 353
Lakeview (Port Credit)	—	1 755 241	283 702	3 765	2 042 708	1 726 839
Depot Harbour	647 283	—	—	—	647 283	666 607
Little Current	412 015	3 774	—	99 742	515 531	503 495
Midland	—	—	28 678	765 700	794 378	958 784
Prescott	—	98 265	83 910	330 184	512 359	490 852
Nanticoke	—	3 269 412	—	105 566	3 374 978	3 575 337
Badgeley Island	70 257	—	374 235	—	444 492	415 842
Parry Sound	—	26 722	1 471	443 637	471 830	504 708
MANITOBA	*719 700*	*28 630*	*20 091*	—	*768 421*	*638 525*
Churchill	719 700	28 630	20 091	—	768 421	638 525
BRITISH COLUMBIA	*33 375 921*	*4 240 279*	*11 097 876*	*11 003 863*	*59 717 939*	*54 500 965*
Vancouver[1]	23 916 215	2 687 690	2 307 088	3 561 410	32 472 403	32 224 399
New Westminster	1 024 105	491 295	154 040	928 737	2 598 177	2 250 877
Nanaimo	871 630	13 088	77 773	474 274	1 436 765	1 151 959
Duncan Bay–Campbell River	416 160	103 892	141 700	718 189	1 379 941	1 046 568
Britannia Beach	28 444	—	732 155	118 434	879 033	826 099
Victoria	732 764	209 698	1 634 833	344 723	2 922 018	1 793 132
Powell River	239 110	58 885	325 209	485 988	1 109 192	1 100 386
Crofton	882 482	10 950	16 166	280 495	1 190 093	874 985
Kitimat	354 320	525 241	152 060	32 503	1 064 124	844 671
Prince Rupert	752 441	11 204	92 155	111 925	967 725	962 255
Port Alberni	641 084	22 964	13 550	195 348	872 946	893 142
Tasu	903 228	—	—	285	903 513	962 770
Andrys Bay	—	—	5 661	549 668	555 329	415 784
Squamish	322 434	23 297	48 990	89 966	484 687	309 679
Vanguard	—	—	201 694	511 596	713 290	472 746
Gold River	142 733	16 250	38 555	159 145	356 683	262 803
Sooke	416 236	—	40 470	13 395	470 101	315 185
Howe Sound	—	10 886	69 763	558 446	639 095	469 420
NORTHWEST TERRITORIES	—	*5 987*	*730*	*85 725*	*92 442*	*97 862*
Total	**114 815 138**	**56 475 039**	**53 882 166**	**53 882 166**	**279 054 508**	**274 965 821**

[1]Includes Roberts Bank

Cargoes loaded and unloaded at principal Canadian ports from vessels in international seaborne and coastwise shipping, by province, 1978 with total for 1977 (tonnes)

Province and port	International		Coastwise		Total 1978	Total 1977
	Loaded	Unloaded	Loaded	Unloaded		
NEWFOUNDLAND	*1 443 698*	*914 265*	*722 849*	*2 603 040*	*5 683 852*	*5 836 597*
St. John's	18 116	2 935	126 502	772 536	920 089	850 557
Stephenville	654 137	—	120 643	39 499	814 279	889 754
Holyrood	—	436 003	268 103	136 483	841 283	856 359
Corner Brook	276 864	32 895	6 632	319 324	635 715	636 932
Come By Chance	—	—	—	11 796	11 796	11 474
Port aux Basques	2 366	246	85 367	315 359	403 338	451 451
PRINCE EDWARD ISLAND	*68 411*	*1 361*	*31 063*	*658 509*	*759 344*	*786 181*
Charlottetown	15 400	1 361	27 688	501 319	545 768	670 564
NOVA SCOTIA	*7 931 215*	*7 346 813*	*5 530 854*	*2 161 893*	*22 970 775*	*23 767 311*
Halifax	3 691 025	4 440 818	2 226 864	657 200	11 015 907	11 079 461
Port Hawkesbury	1 279 375	2 733 016	1 482 449	59 144	5 553 984	7 269 666
Hantsport	1 553 175	—	5 063	—	1 558 238	1 311 779
Sydney	552 083	138 655	706 084	1 116 845	2 513 667	1 918 651
Little Narrows	600 110	—	335 356	—	935 466	899 089
North Sydney	10 512	331	288 065	92 658	391 566	440 785
NEW BRUNSWICK	*4 274 867*	*6 995 933*	*1 790 415*	*1 348 360*	*14 409 575*	*12 005 874*
Saint John	3 405 704	6 670 897	1 741 250	723 588	12 541 439	10 207 389
Dalhousie	549 598	23 433	—	118 842	691 873	647 929
Newcastle	200 351	—	—	206 342	406 693	462 216
QUEBEC	*52 214 897*	*18 259 394*	*11 391 148*	*21 115 160*	*102 980 599*	*111 650 316*
Sept-Iles–Pointe-Noire	18 776 521	240 862	2 805 688	805 174	22 628 245	32 088 129
Montreal	4 813 781	3 325 932	3 618 124	4 480 160	16 237 997	16 810 146
Port-Cartier	16 052 049	3 167 854	427 681	2 041 398	21 688 982	21 771 691
Quebec	3 873 664	4 218 540	1 610 874	3 977 921	13 680 999	13 910 914
Baie-Comeau	3 344 067	1 564 722	194 587	2 258 364	7 361 740	6 582 327
Sorel	2 533 387	416 451	22 022	3 364 401	6 336 261	5 741 013
Port-Alfred	361 998	3 177 084	—	312 702	3 851 784	4 311 582
Trois-Rivières	1 260 386	902 460	1 599	1 083 860	3 248 305	2 601 513
Havre-Saint-Pierre	112 601	—	2 059 454	13 396	2 185 451	2 445 221
Contrecoeur	646 448	1 115 259	401 374	686 118	2 849 199	2 215 527
Chicoutimi	—	—	—	686 449	686 449	628 858
Forestville	—	—	—	24 411	24 411	102 550
ONTARIO	*10 162 021*	*23 527 921*	*24 790 481*	*16 583 891*	*75 064 314*	*75 436 909*
Thunder Bay	3 314 282	232 380	15 245 348	1 041 213	19 833 223	19 819 458
Hamilton	185 318	6 980 371	365 375	5 480 848	13 011 912	12 005 400
Sarnia	1 366 965	3 580 601	3 159 221	316 227	8 423 014	8 032 132
Sault Ste Marie	140 940	3 719 243	177 514	1 773 483	5 811 180	6 129 355
Toronto	141 620	957 223	275 036	1 187 750	2 561 629	2 705 582
Clarkson	271 437	87 694	221 040	2 112 466	2 692 637	2 511 944
Windsor–Walkerville	1 070 073	945 162	495 846	546 763	3 057 844	2 949 434
Port Colborne	1 157 806	9 209	132 205	466 667	1 765 887	1 646 829
Colborne	—	—	2 070 962	—	2 070 962	1 855 644
Goderich	655 471	151 621	253 002	46 960	1 107 054	1 425 274
Lakeview (Port Credit)	626 055	12 595	886 154	319 083	1 843 887	1 552 878
Depot Harbour	—	1 490 525	68 280	50 690	1 609 495	2 345 603
Little Current	660 401	—	—	—	660 401	579 354
Midland	214 235	—	72 340	53 034	339 609	668 465
Prescott	—	23 889	35 425	622 504	681 818	782 212
Nanticoke	—	65 159	—	276 112	341 271	508 549
Badgeley Island	—	3 271 110	19 058	76 190	3 366 358	3 352 677
Parry Sound	74 237	—	432 919	—	507 156	417 448
MANITOBA	20 868	18 917	—	541 635	581 420	512 619
Churchill	*542 541*	*28 143*	*20 926*	*4 649*	*596 259*	*809 750*
BRITISH COLUMBIA	542 541	28 143	20 926	4 649	596 259	809 750
Vancouver[1]	*39 884 411*	*4 693 364*	*16 384 213*	*16 083 725*	*77 045 713*	*64 903 454*
New Westminster	23 354 157	3 112 905	3 648 683	3 890 193	34 005 938	36 183 933
Nanaimo	1 100 555	551 376	501 652	2 104 281	4 257 864	2 494 785
Duncan Bay–Campbell River	1 246 730	17 082	171 860	748 165	2 183 837	1 705 565
Britannia Beach	339 936	121 151	348 162	943 895	1 753 144	1 436 639
Victoria	40 753	12 050	1 079 162	184 028	1 315 993	739 636
Powell River	621 565	68 631	1 391 916	426 091	2 508 203	2 300 026
Crofton	199 919	36 419	686 244	382 597	1 305 179	788 833
Kitimat	956 123	54 545	42 797	755 099	1 808 564	1 308 870
Prince Rupert	458 815	644 149	287 870	45 854	1 436 688	1 314 607
Port Alberni	1 419 192	6 958	97 194	269 629	1 792 973	1 016 458
Tasu	785 876	1 888	44 993	278 449	1 111 206	903 031
Andys Bay	562 043	—	844	5 512	568 399	364 711
Squamish	—	—	11 340	505 633	516 973	480 237
Vanguard	452 306	16 960	173 391	80 472	723 129	639 732
Gold River	—	—	357 281	374 978	732 259	779 245
Sooke	167 008	11 574	169 523	253 031	601 136	493 737
Howe Sound	433 011	—	27 850	395	461 256	574 928
NORTHWEST TERRITORIES	—	9 072	202 132	971 234	1 182 438	1 278 226
Total	—	*25 974*	*6 142*	*108 864*	*140 980*	*94 260*
	116 522 061	61 793 168	60 668 091	60 668 091	299 651 411	295 270 643

[1]Includes Roberts Bank.

Summary Traffic Statistics for Harbours Administered by the National Harbours Board, 1969 and 1970

Port or Elevator		Vessel Arrivals	Vessel Tonnage	Cargo Tonnage	Grain Elevator Shipments
		No.	No.	No.	bu.
St. John's, Nfld.	1969	1,964	1,992,937	879,793	...
	1970	1,602	1,712,810	772,304	...
Halifax	1969	2,995	6,713,657	10,553,997	15,872,825
	1970	2,830	7,824,300	11,577,000	19,843,954
Saint John	1969	1,687	4,272,844	6,282,729	13,039,236
	1970	1,840	4,451,375	6,359,144	17,777,022
Belledune, N.B.	1969	21	104,907	229,818	...
	1970	21	126,847	219,029	...
Chicoutimi	1969	128	278,942	641,772	...
	1970	140	300,703	616,735	...
Quebec	1969	2,408	6,837,000	7,477,623	54,027,672
	1970	2,068	6,601,000	8,859,884	72,812,902
Trois-Rivières	1969	1,445	3,281,559	3,733,060	30,063,537
	1970	1,273	3,900,631	5,364,914	65,401,699
Montreal	1969	5,309	21,995,112	20,838,174	86,771,535
	1970	5,456	23,419,842	25,047,299	158,338,703
Prescott	1969	...	...	...	10,345,937
	1970	...	...	...	10,744,075
Port Colborne	1969	...	...	...	3,830,173
	1970	...	...	...	5,642,978
Churchill	1969	86	282,377	720,044	22,303,084
	1970	64	323,199	804,111	25,349,903
Vancouver	1969	19,105	21,283,905	23,080,489	162,292,838
	1970	17,276	23,853,639	27,158,913	215,712,297
Totals	1969	35,144	86,743,440	74,137,177	395,948,837
	1970	32,687	72,713,748	86,779,333	591,322,433

15.22 Vessels and tonnage handled by harbours administered by the National Harbours Board, 1971 and 1972

Port or elevator and year		Vessel arrivals	Vessel tonnage	Cargo tonnage	Grain elevator shipments bu
St. John's, Nfld.	1971	1,917	1,875,701	868,541	...
	1972	2,209	2,184,318	1,170,964	...
Halifax	1971	2,611	8,131,883	11,307,747	19,897,496
	1972	2,537	9,154,030	12,186,272	21,801,617
Saint John	1971	1,950	6,691,127	5,803,304	15,577,894
	1972	2,090	9,681,994	5,985,330	20,691,195
Belledune, NB	1971	50	192,100	247,653	...
	1972	34	156,041	331,474	...
Chicoutimi	1971	151	296,559	635,[illegible]	...
	1972	153	350,600	725,050	...
Quebec	1971	2,001	7,538,000	11,060,221	73,460,788
	1972	1,932	8,333,000	15,580,353	70,689,819
Trois-Rivières	1971	1,194	3,137,044	3,896,468	39,662,176
	1972	1,129	3,134,409	4,135,200	40,511,799
Montreal	1971	5,668	26,484,962	23,766,460	150,134,947
	1972	5,358	26,295,288	22,144,328	124,833,319
Prescott	1971	...	...	...	11,166,206
	1972	...	...	...	14,016,619
Port Colborne	1971	...	...	...	5,755,972
	1972	...	...	...	6,547,482
Churchill	1971	58	319,601	792,671	25,945,079
	1972	48	302,185	771,603	26,266,241
Vancouver	1971	18,377	27,583,488	35,301,753	274,660,050
	1972	18,093	28,736,053	36,712,508	286,711,007
Prince Rupert	1971	1,065	1,688,730	1,256,411	13,121,061
	1972	989	1,636,173	1,526,153	19,458,062
Total	1971	35,042	83,939,195	94,936,790	629,381,669
	1972	34,572	89,964,091	101,269,235	631,532,160

Vessels and tonnage handled by harbours administered by the National Harbours Board, 1973 and 1974

Port or elevator and year		Vessel arrivals	Vessel tonnage (gross)	Cargo tonnage	Grain elevator shipments *bu*
St. John's, Nfld.	1973	1,912	3,976,000	1,153,335	...
	1974	1,834	3,941,000	1,125,160	...
Halifax	1973	2,518	17,146,643	14,062,771	17,334,025
	1974	2,250	16,724,613	13,875,240	17,390,822
Saint John	1973	1,879	14,080,848	6,160,078	14,887,492
	1974	1,840	14,039,081	5,899,426	10,115,286
Belledune, NB	1973	44	420,588	572,639	...
	1974	68	572,758	714,422	...
Sept Îles	1973	1,548	20,508,248	30,481,894	...
	1974	1,391	18,873,000	30,539,196	...
Chicoutimi	1973	160	473,152	685,842	...
	1974	143	467,863	655,303	...
Baie-des-Ha! Ha!	1973	571	3,412,000	4,284,000	...
	1974	507	3,582,619	4,664,336	...
Quebec	1973	2,086	14,412,000	16,675,221	89,037,781
	1974	1,740	11,864,000	13,929,997	81,108,845
Trois-Rivières	1973	905	4,552,000	4,150,184	45,084,410
	1974	948	3,863,000	3,639,778	35,535,397
Montreal	1973	5,119	39,316,000	23,918,844	147,850,548
	1974	3,931	31,917,543	23,842,036	145,194,693
Prescott	1973	63	512,652	501,697	12,552,684
	1974	59	457,000	401,471	11,941,078
Port Colborne	1973	25	136,499	141,856	4,872,129
	1974	16	107,165	113,404	5,185,207
Churchill	1973[r]	57	445,796	577,682	19,546,855
	1974	83	535,478	669,818	23,277,345
Vancouver	1973	17,948	46,770,640	42,089,028	291,152,333
	1974	16,749	58,664,628	41,899,851	195,532,194
Prince Rupert	1973	1,236	2,773,000	1,868,122	24,105,381
	1974	1,641	3,317,000	1,712,603	26,324,741
Total	1973	36,071	168,936,066	147,323,193	666,423,638
	1974	33,200	168,926,748	143,692,041	551,605,608

Vessels and tonnage handled by harbours administered by the National Harbours Board[1], 1974 and 1975

Port or elevator	Year	Vessel arrivals		Cargo handled *tons*	Grain elevator shipments *bu*
		No.	Gross registered tons[2]		
St. John's, Nfld.	1974	1,834	3,941,000	1,125,160	...
	1975	1,450	3,280,000	1,035,279	...
Halifax	1974	2,250	16,724,613	13,875,240	17,390,822
	1975	2,086	16,295,974	12,490,801	17,917,173
Saint John	1974	1,840	14,039,081	5,899,426	10,115,286
	1975	1,747	15,214,644	5,394,293	15,965,968
Belledune, NB	1974	68	572,758	714,422	...
	1975	47	447,125	532,472	...
Sept-Îles	1974	1,391	18,873,000	30,539,196	...
	1975	1,343	18,858,000	30,109,129	...
Chicoutimi	1974	143	467,863	665,303	...
	1975	157	503,203	705,420	...
Baie-des-Ha! Ha!	1974	507	3,582,619	4,664,336	...
	1975	442	3,126,522	4,031,193	...
Quebec	1974	1,740	11,864,000	13,929,997	81,108,845
	1975	1,382	11,138,000	12,695,398	78,798,703
Trois-Rivieres	1974	948	3,863,000	3,639,778	35,535,397
	1975	733	3,465,000	3,007,631	28,765,938
Montreal	1974	3,931	31,917,543	23,842,036	145,194,693
	1975	4,027	32,554,109	22,664,086	129,577,877
Prescott	1974	59	457,000	401,471	11,941,078
	1975	97	777,000	638,558	13,531,909
Port Colborne	1974	16	107,165	113,404	5,185,207
	1975	34	198,227	259,622	9,014,621
Churchill	1974	83	535,478	669,818	23,277,345
	1975	49	505,846	704,083	23,620,744
Vancouver	1974	22,813[r]	78,900,582[r]	41,899,851	195,532,194
	1975	21,153	80,318,220	38,456,511	219,322,569
Prince Rupert	1974	1,641	3,317,000	1,712,603	26,324,741
	1975	1,484	3,303,000	1,606,803	17,211,038
Total	1974	39,264[r]	189,162,702[r]	143,692,041	551,605,608
	1975	36,231	189,984,870	134,331,279	553,726,540

[1]National Harbours Board data may differ in some instances from data in Tables 15.22 and 15.23, due to some differences in physical definitions of the ports, and to the use in some cases of different source documents.
[2]See footnote 2, Table 15.24 (metric).

Vessels and tonnage handled by harbours administered by the National Harbours Board[1], 1976 and 1977

Port or elevator	Year	Vessel arrivals		Cargo handled	Grain elevator shipments
		No.	Gross registered tons[2]	tonnes	bu[3]
St. John's, Nfld	1976	1,279	2,972,000	934,627	–
	1977	1,274	2,786,000	924,382	–
Halifax	1976	1,802	14,781,980	10,944,512	17,262,141
	1977	2,109	17,767,000	14,027,017	19,054,842
Saint John	1976	1,807	16,830,034	5,498,659	16,287,563
	1977	1,848	21,310,465	8,396,388	18,622,603
Belledune, NB	1976	30	306,987	265,804	–
	1977	30	269,485	232,034	–
Sept-Îles	1976	1,484	22,311,000	31,957,349	–
	1977	1,514	22,021,000	32,447,271	–
Chicoutimi	1976	130	505,034	609,459	–
	1977	126	500,403	641,120	–
Baie-des-Ha! Ha!	1976	287	1,638,265	1,688,026	–
	1977	393	3,584,816	4,241,185	–
Quebec	1976	1,479	11,934,000	12,749,341	80,024,677
	1977	1,535	13,922,000	15,316,278	113,815,033
Trois-Rivières	1976	881	4,845,000	3,223,212	34,847,962
	1977	507	3,605,000	2,663,256	29,467,202
Montreal	1976	4,041	33,702,748	19,198,337	109,311,829
	1977	4,363	39,367,464	19,808,861	117,667,441
Prescott	1976	76	594,000	547,051	12,577,276
	1977	99	793,000	1,206,[illegible]	11,874,095
Port Colborne	1976	20	126,969	146,366	4,780,459
	1977	35	232,270	295,[illegible]16	11,621,793
Churchill	1976	50	564,350	768,274	30,026,013
	1977	61	606,793	815,951	28,801,593
Vancouver	1976	22,300	81,037,879	37,078,365	229,836,347
	1977	22,746	87,720,947	42,736,810	266,590,748
Prince Rupert	1976	1,434	3,704,000	1,425,684	18,392,483
	1977	1,406	3,053,000	1,137,783	19,261,304
Total	1976	37,050	195,854,246	127,025,068	553,346,752
	1977	38,046	217,539,643	144,196,075	636,776,654

[1]National Harbours Board data may differ in some instances from data in Tables 15.23 and 15.24, due to some differences in physical definitions of the ports, and to the use in some cases of different source documents.
[2]The capacity of the spaces within the hull, and the enclosed spaces above the deck, available for cargo and passengers, including spaces used for the accommodation of officers and crew, navigation, propelling machinery and fuel. A registered ton is equivalent to 100 cu ft and it is expected that this internationally recognized measure, like the nautical mile and the knot, will continue in use for some considerable time.
[3]Metric conversion will be available for 1978.

Vessels and tonnage handled by harbours administered by the National Harbours Board,[1] 1977 and 1978

Port or elevator	Year	Vessel arrivals		Cargo handled tonnes	Grain elevator shipments tonnes[2]
		No.	Gross registered tons[2] ('000)		
St. John's, Nfld.	1977	1,274	2,786	924 398[r]	–
	1978	1,626	3,418	995 924	–
Halifax	1977	2,109	17,767	14 027 017	388 577[r]
	1978	2,252	18,829	14 063 809	417 951
Saint John, NB	1977	1,848	21,310	8 396 475	506 824
	1978	1,861	21,486	12 561 651	339 910
Belledune, NB	1977	30	269	232 038[r]	–
	1978	41	379	362 954	–
Sept-Îles	1977	1,514	22,021	32 447 271	–
	1978	1,067	16,146	22 760 319	–
Chicoutimi	1977	126	500	640 990[r]	–
	1978	131	571	708 149	–
Baie-des-Ha! Ha!	1977	393	3,548	4 240 322[r]	–
	1978	306	3,382	3 759 781	–
Quebec	1977	1,535	13,922	15 316 436[r]	4 682 857[r]
	1978	1,631	14,649	15 325 110	5 372 800
Trois-Rivières	1977	507	3,605	2 663 254	1 435 319[r]
	1978	513	5,261	2 993 153	2 175 329
Montreal	1977	4,363	39,367	19 809 226[r]	4 550 717
	1978	4,440	44,198	20 385 720	4 467 199
Prescott	1977	99	793	511 965[r]	369 710
	1978	64	572	311 910	178 431
Port Colborne	1977	35	232	295 643[r]	295 643
	1978	17	139	162 374	162 374
Churchill	1977	61	606	815 951	735 244
	1978	41	458	600 233	542 697
Vancouver	1977	22,746	87,720	42 736 810	6 837 423
	1978	21,962	93,389	45 210 308	7 740 080
Prince Rupert	1977	1,406	3,053	1 137 783	424 490[r]
	1978	1,500	4,750	1 973 536	1 077 369
Total	1977	38,046	217,499[r]	144 195 574[r]	20 446 804[r]
	1978	37,452	227,627	142 174 931	22 474 150

[1]National Harbours Board data may differ in some instances from data in Tables 15.23 and 15.24, due to some differences in physical definitions of the ports, and to the use in some cases of different source documents.
[2]The capacity of the spaces within the hull, and the enclosed spaces above the deck, available for cargo and passengers, including spaces used for the accommodation of officers and crew, navigation, propelling machinery and fuel. A registered ton is equivalent to 100 cu ft and it is expected that this internationally recognized measure, like the nautical mile and the knot, will continue in use for some considerable time.

POOR

QUALITY

ORIGINAL